The China Mail.

Established February, 1845.

Vol. XLV. No. 8361. | 英一千八百八十九年十月廿五號 | HONGKONG, FRIDAY, OCTOBER 25, 1889. | 己丑年十月初二日 | Price, $2 per Month.

AGENTS FOR THE *CHINA MAIL.*

LONDON:—F. Algar, 11 & 12, *Clement's Lane, Lombard Street*, E. C. George Street & Co., 30, *Cornhill*. Gordon & Gotch, *Ludgate Circus*, E.C. Bates Hendy & Co., 37, *Walbrook*, E.C. Samuel Deacon & Co., 150 & 154, *Leadenhall Street*. W. M. Wills, 151, *Cannon Street*, E.C. Robert Watson, 151, *Fleet Street*.

PARIS AND EUROPE:—Amedee Prince, 36, *Rue Lafayette, Paris*.

NEW YORK:—J. Stewart Happer, The Chinese Evangelist Office, 52, *West 22d Street*.

SAN FRANCISCO and American Ports generally:—Bean & Black, *San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—Gordon & Gotch, *Melbourne and Sydney*.

CEYLON:—W. M. Smith & Co., The Apothecaries Co., *Colombo*.

SINGAPORE, STRAITS, &c.:—Sayle & Co., *Square, Singapore*. C. Heinszen & Co., *Manila*.

CHINA:—*Macao*, F. A. de Cruz. *Swatow*, Quelch & Co. *Amoy*, N. Moalle. *Foochow*, Hedge & Co. *Shanghai*, Lane, Crawford & Co., and Kelly & Walsh. *Yokohama*, Lane, Crawford & Co., and Kelly & Co.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings' Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked *On Hongkong Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the Hongkong & Shanghai Banking Corporation,
G. E. NOBLE,
Chief Manager.

Hongkong, January 1, 1889. 754

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital	$7,500,000
Reserve Fund	$4,400,000
Reserve Liability of Proprietors	$7,500,000

Court of Directors.
Chairman—W. H. Forbes, Esq.
Deputy Chairman—H. L. Dalrymple, Esq.

W. G. Brodie, Esq.	S. C. Michaelsen, Esq.
T. E. Davies, Esq.	J. S. Moses, Esq.
J. F. Holliday, Esq.	L. Poesnecker, Esq.
Hon. J. J. Keswick.	N. A. Siebs, Esq.
Hon. B. Layton.	E. A. Solomon, Esq.

Chief Manager.
Hongkong, G. E. Noble, Esq.
Manager.
Shanghai, John Walter, Esq.
London Bankers.—London and County Bank.

HONGKONG.
Interest Allowed.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. "
" 12 " 5 per cent. "

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

G. E. NOBLE,
Chief Manager.

Hongkong, August 24, 1889. 368

Intimations.

A. S. WATSON & Co.,
LIMITED.

NEW SEASON'S

CHRISTMAS CARDS.

OUR FIRST SHIPMENTS have arrived. Early Inspection is invited, as further SUPPLIES will be delayed by the Strikes in London.

Hongkong, October 15, 1889. 1976

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

IT is hereby notified that a CALL, of ($4) FOUR DOLLARS per Share, is Payable at the Hongkong & Shanghai Banking Corporation, on or before the 16th November, 1889.

By Order of the Board of Directors,
CHAS. F. HARTON,
Acting Secretary.

Hongkong, October 15, 1889. 1962

Intimations.

HONGKONG CRICKET CLUB.

A MATCH between A to L and M to Z will be commenced at 11 a.m. on SATURDAY, the 26th October. Members willing to play will please Sign their Names, either on the List lying on the Table in the Club Ante-room or on the one in the Cricket Pavilion, on or before 4 p.m. on Friday, the 25th Instant.

ARTHUR K. TRAVERS,
Hon. Secretary.

Hongkong, October 22, 1889. 2023

THE CHINESE AMUSEMENTS SYNDICATE, LIMITED.

ON Account of the weather, the OPENING DAY has been POSTPONED to SATURDAY, the 26th Instant, at 2 p.m.

J. A. BARRETTO,
Secretary.

Hongkong, October 22, 1889. 2020

HONGKONG RIFLE ASSOCIATION.

THE KWOON KWAN YEEN CUPS.

THE 2nd Stage of the Third COMPETITION will be shot off NEXT SATURDAY, 26th Instant, at 2.45 p.m., commencing at 900 Yards. Entries for this Stage close on *Friday next*, 25th Instant, at 5 p.m. Entrance Fee 30 Cents.

A. SHELTON HOOPER,
Hon. Secretary.

Hongkong, October 21, 1889. 2016

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Eighth Ordinary General MEETING of the SHAREHOLDERS will be held at the Offices of the Undersigned, at 12 o'Clock (noon), on MONDAY, the 28th October instant.

The Transfer BOOKS of the Company will be CLOSED from the 14th to the 28th Instant, both days inclusive.

JARDINE, MATHESON, & Co.,
General Agents,
Canton Insurance Office, Limited.

Hongkong, October 7, 1889. 1933

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, August 25, 1885. 1458

LOST.

THE Undernoted 100 SHARES of the Hongkong & Shanghai Banking Corporation, being the Property of the Undersigned, having been LOST, the Public are warned against negotiating same.

	Scrip No.	Nos. of Shares.
50 Shares, L. Mendel	B2091	3465/6, 4645/52, 21341/55, 14389/92, 51692/712
10 Shares, W. D. Spence	B2099	3280/3289
25 Shares, W. D. Spence	B2134	53909/23, 57342/46 1406/10
15 Shares, W. H. Gaskell	B2269	27918/27932

100 Shares.

The TRANSFER of these SHARES has been STOPPED at the Bank.

H. N. MODY.

Hongkong, September 9, 1889. 1794

THE PEAK HOTEL AND TRADING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that a CALL of TEN DOLLARS per Share is hereby made and is Payable at the Hongkong & Shanghai Banking Corporation, as follows:—

FIVE DOLLARS per Share on the 15th November, 1889.

FIVE DOLLARS per Share on the 15th February, 1890.

INTEREST at the Rate of 12 % per Annum will be chargeable on all Calls unpaid on due dates.

By Order of the Board,
J. WHEELEY,
Secretary.

Hongkong, October 10, 1889. 1949

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Undermentioned BANK SHARE CERTIFICATES viz.:—

No. B 2071, 3465/66, 4645/52, 21341/55, 14389/92 & 51692/712 } 50 Shares
in the name of L. Mendel.
No. B 2099, 3280/3289...... 10 "
" B2134, 53909/23, 57342/46 and 1406/10...... } 25 "
in the name of W. D. Spence.
No. B 2269, 27918/27932...... 15 "
in the name of W. H. Gaskell.

together One Hundred Shares, HAVE BEEN LOST, and should the same not be produced before the Thirty-first day of December next, NEW CERTIFICATES will be issued to the said L. Mendel, W. D. Spence and W. H. Gaskell respectively, and the aforesaid Certificates B 2071, B 2099, B 2134 and B 2269, will be thereafter treated by this Corporation as null and void.

For the Hongkong and Shanghai Banking Corporation,
G. E. NOBLE,
Chief Manager.

Hongkong, October 1, 1889. 1899

Business Notices.

LANE, CRAWFORD & Co.

JUST LANDED EX *OOPACK*.

SELECTED YORK HAMS.
FINEST STREAKY BACON.
BEST ENGLISH CHEESE.

FENDERS and FIRE IRONS.
TENNIS POLES and NETS.
JELLY and CAKE MOULDS.
PICTURE WIRE and FASTENERS.
POCKET KNIVES.

TENNIS POLES, BALLS and NETS.
NEW TENNIS SHIRTS.
NEW BOOKS.

CHRISTMAS CARDS.

LANE, CRAWFORD & Co.

Hongkong, October 24, 1889. 2038

W. POWELL & Co.

HAVE RECEIVED EX STEAMSHIP *SARPEDON*.

AN ENTIRELY NEW STOCK OF KEROSINE AND COAL HEATING STOVES, very suitable for Drying Rooms;

Also,

KEROSINE AND COAL COOKING STOVES in all Sizes.

W. POWELL & Co.

Victoria Exchange, October 4, 1889. 1915

ROBERT LANG & Co.,

Tailors, Hatters, Shirtmakers and Gentlemen's Outfitters.

WE HAVE JUST OPENED OUT OUR NEW AUTUMN GOODS,
consisting of

A Large and Choice Selection of COATINGS for Morning and Evening Dress.

A very Stylish Lot of TWEEDS, New in Design and Material, and a varied Assortment of TROUSERING in all the Newest Patterns.

Queen's Road (opposite Hongkong Hotel),
Hongkong, September 14, 1889. 1790

Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large Dining Hall.

The HOTEL also contains handsome and comfortable Reception, Reading, Billiard and Smoking Rooms.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABJEE & HING KEE,
Proprietors.

Hongkong, September 16, 1885. 1612

Intimations.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL	$5,000,000
PAID-UP CAPITAL	2,500,000
RESERVE FUND	1,250,000

Board of Directors:

Hon. J. J. KESWICK, Chairman. } *Managing Directors.*
Hon. C. P. CHATER, Vice-Chairman. }
E. A. SOLOMON, Esq.
J. S. MOSES, Esq.
S. C. MICHAELSEN, Esq.
G. E. NOBLE, Esq.
LEE SING, Esq.
POON PONG, Esq.

Bankers:

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

MONEY Advanced on MORTGAGE, on LAND or BUILDINGS;
PROPERTIES
Purchased and Sold.

Estates managed, and all kinds of Agency and Commission Business relating to Land, &c., conducted.

Full Particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.

A. SHELTON HOOPER,
Secretary.

Victoria Buildings,
Hongkong, 3rd May, 1889. 844

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

IN accordance with the Articles of Association of the above-named Company, Shareholders are hereby notified that a CALL of $20 (Twenty Dollars) per Share is payable at the Registered Office of the above Company, No. 62, Queen's Road, Hongkong, on or before the 31st October, 1889. Interest at the rate of 12 per Cent. per Annum will be Charged on UNPAID CALLS from the 31st October, 1889.

Dated Hongkong, 17th October, 1889.

C. EWENS,
General Manager.

1994

No. 73, Wyndham Street.

BOARD AND RESIDENCE.
Comfortable Home
FOR SINGLE GENTLEMEN.
Moderate Terms.

Mrs. KJELLER,
Proprietress.

Hongkong, July 15, 1889. 1375

Intimations.

HONGKONG JOCKEY CLUB.

THE Annual General MEETING of the MEMBERS of the JOCKEY CLUB will take place in the Chamber of Commerce Rooms, City Hall, on WEDNESDAY, 30th October, at 4 p.m.

By Order,
E. H. GORE-BOOTH,
Clerk of the Course.

Hongkong, October 16, 1889. 1989

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, Ltd.

TIME TABLE.

WEEK DAYS.
8 to 10 a.m. every quarter of an hour.
12 " 2 p.m. " half hour.
4 " 8 " " quarter of an hour.

THURSDAYS.
NIGHT TRAMS at 10.30 and 11 p.m.

SUNDAYS.
10.40 a.m.; 12 to 1.30 p.m. every quarter of an hour.
4 to 8 p.m. every quarter of an hour.
9, 10, 10.30 and 11 p.m.

Special CARS may be obtained on application to the Superintendent.

Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.

MACEWEN, FRICKEL & Co.,
General Managers.

Hongkong, May 1, 1889. 821

CHAS. J. GAUPP & Co.,

Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC and METEOROLOGICAL INSTRUMENTS.

Voigtlander's Celebrated BINOCULARS and TELESCOPES.

Ritchie's Liquid and other Compasses.

ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.

English Silver & Electro-Plated Ware. Christofle & Co.'s Electro-Plated Ware.

GOLD & SILVER JEWELLERY in great variety.

DIAMONDS
— and —
DIAMOND JEWELLERY,
A Splendid Collection of the Latest London Patterns, at very moderate prices. 742

COLLEGE OF MEDICINE FOR CHINESE.

RESIDENTS in the Colony would materially aid the SENATE of the COLLEGE by forwarding to the Alice Memorial Hospital

(1). Glass Jars (for museum purposes).
(2). Illustrated Papers and Books for the Student's Reading Room and Library.

Address to
JAMES CANTLIE,
Hon. Sec. to the College.

Hongkong, August 7, 1888. 1317

Intimations.

CATHAY CHAPTER, No. 1165.

A Regular CONVOCATION of the above CHAPTER will be held in the Freemasons' Hall, Zetland Street, THIS EVENING, the 25th Instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, October 25, 1889. 2006

THE HONGKONG MARINA, LIMITED.

NOTICE is hereby given that the Statutory MEETING of SHAREHOLDERS will be held at the Offices of the Company, No. 2, D'Aguilar Street, on SATURDAY, the 2nd Proximo, at Noon.

By Order of the Directors,
J. A. BARRETTO,
Secretary.

Hongkong, October 24, 1889. 2044

A. S. WATSON & Co., LIMITED.

AN INTERIM DIVIDEND on account of 1889 at the Rate of Seventy Cents per Ten Dollar Share, (or 7 % on the Capital of the Company) will be Payable at the Hongkong & Shanghai Bank on and after the 5th Proximo, on Warrants to be obtained of the Undersigned.

The REGISTER of SHARES will be CLOSED from FRIDAY, the 1st Proximo, till TUESDAY, the 5th Proximo, both days inclusive, during which period no Transfer of Shares can be registered.

By Order,
T. H. TALBOT,
Secretary.

Hongkong, October 23, 1889. 2031

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

Adjustment of Bonus for the Year 1888.

SHAREHOLDERS in the above Company are requested to Furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in Order that the DISTRIBUTION of the PROFITS reserved for Contributors may be arranged. Returns not rendered prior to the Thirtieth day of November next, will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Company, Limited.

Hongkong, October 15, 1889. 1977

ROWLANDS'

KALYDOR cools and refreshes the face and hands of all exposed to the hot sun and dust, eradicates freckles, sunburn, tan, &c., and produces a beautiful and delicate complexion.

ODONTO whitens the teeth, prevents decay, and gives a pleasing fragrance to the breath.

MACASSAR OIL preserves and beautifies the hair, and can be also had in a golden colour. Sizes 3/6; 7/-; 10/6.

Ask Chemists for Rowlands' articles, of 20, Hatton Garden, London.

Wholesale and Retail Agents for China:
A. S. Watson & Co., Shanghai. 1239

NOW READY.

VOLUNTEERS AND THE DEFENCE OF HONGKONG.
A Sketch.

Price, FIFTY CENTS.

To be had at Messrs. Lane, Crawford & Co.; Messrs. Kelly & Walsh; and Messrs. W. Brewer & Co.

August 14, 1889. 1682

Notices of Firms.

NOTICE.

BY Mutual arrangement the Interest and Responsibility of LAM WAI SHEANG in the Firm of 'Fook Mow,' No 26, Bonham Strand, ceased on and from the 9th Instant. The BUSINESS is now being carried on as usual.

FOOK MOW HONG,
Cotton and Cotton Yarn Merchants.

Hongkong, October 11, 1889. 1951

WA TSZ YAT PO,
華 字 日 報
CHINESE MAIL.

THE present LEASE of the *Chinese Mail* EXPIRED on the 31st ultimo, after which date the Interest of the present LESSEE (Mr. Ho Chung Shang) entirely ceased. The Business is now conducted by a MOST EFFICIENT NATIVE STAFF, and Arrangements have been made which cannot fail to make the Paper in EVERY SENSE A FIRST-CLASS JOURNAL.

GEO. MURRAY BAIN,
Proprietor.

'China Mail' Office,
September 1, 1889.

NOTICE.

THE Business hitherto carried on at 'The White House,' Queen's Road Central, under the style or title of 'GATE & FAIRALL,' has This Day been dissolved by mutual consent.

E. S. GATE.
B. FAIRALL.

Hongkong, October 16, 1889. 1987

WITH reference to the above, the Business will in future be carried on under the style of 'GATE & Co.,' who will pay and receive all accounts in connection with the old Firm.

Miss FAIRALL will continue to Manage the Dress-making Department until the 31st December next.

E. S. GATE.

Hongkong, October 16, 1889. 1988

Auctions.

PUBLIC AUCTION
OF
HOUSEHOLD FURNITURE.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,

the 26th October, 1889, at 2.30 p.m., at No. 10, Arbuthnot Road, the Residence of the late Hon. F. Stewart, LL.D.,—

THE WHOLE OF HIS
HOUSEHOLD FURNITURE,
comprising:—

Tapestry-covered Drawing-room Suite Mirrors, Pictures, Blackwood Table Marble Tables, &c., &c.

Extension Dining Table, Morocco-covered Dining-room Chairs, Glass, Crockery and Plated-ware, Cutlery, Silk Scrolls, Teak Book-Cases, &c.

BED-ROOM FURNITURE, &c., &c., &c.

N.B.—A Special Sale of the Valuable Library will take place later on at the Undersigned's Sales Rooms.

Catalogues will be issued, and the Furniture will be on view on *Friday next.*

Terms of Sale.—As customary.

G. R. LAMMERT,
Auctioneer.

Hongkong, October 23, 1889. 2036

To Let.

TO LET.

FURNISHED or UNFURNISHED.

'WELLBURN' (PEAK).
Possession from 1st November.
Gas laid on.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, October 14, 1889. 1974

TO LET.

ROOMS in 'College Chambers,' No. 9, Seymour Terrace.

Apply to
DAVID SASSOON, SONS & Co.

Hongkong, July 8, 1889. 832

TO LET.

2ND FLOOR of HOUSE, No. 64, and GROUND FLOOR of HOUSE No. 68, Queen's Road Central.

Apply to
LAI HING & Co.,
No. 153, Queen's Road Central.

Hongkong, July 1, 1889. 1267

TO LET.

HOUSE No. 2, 'Smith's Villas,' Magazine Gap, a spacious Five Roomed House, with Basement and Outhouse. Excellent view. Expected to be ready 1st August next.

Apply to
F. BLACKHEAD & Co.

Hongkong, July 2, 1889. 1284

TO LET (FURNISHED.)

FOR Six or Seven Months from 1st Proximo, that desirable Winter Residence known as 'TERRA VERTE,' on the Upper Richmond Road. Water and Gas laid on. Grass Tennis Court.

For Terms, apply to
H. SHEPPARD.

Hongkong, September 27, 1889. 1875

TO LET.

FROM 1st November next, the HOUSE No. 2, Magdalen Terrace, Magazine Gap. Rent $80 a month and taxes.

Apply to
Mr. J. J. FRANCIS,
Bank Buildings.

Hongkong, October 23, 1889. 2035

For Sale.

FOR SALE.

AT THE PEAK.

'BROCKHURST' and Surrounding LAND, comprising R. B. L. No. 1. The House which is substantially Built has recently been enlarged, and commands one of the Finest Views in the Colony.

The Site is sufficiently large to allow of several other Houses being built thereon.

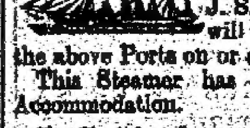
For full Particulars, apply to
THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.

Hongkong, August 22, 1889. 1634

Shipping.

Steamers.

FOR SINGAPORE AND PENANG.



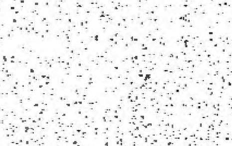
The Steamship *Port Fairy*, Captain Clark, will be despatched as above on TUESDAY, the 29th Instant, at 2 p.m.

For Freight or Passage, apply to
LUN SHING ON,
No. 112, Praya Central.

Hongkong, October 24, 1889. 2043

THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.



The Co.'s Steamship *Moyune*, J. S. Hogg, Commander, will be despatched for the above Ports on or about the 29th Inst.

This Steamer has superior Passenger Accommodation.

For Freight, &c., apply to
ARNHOLD, KARBERG & Co.,
Agents.

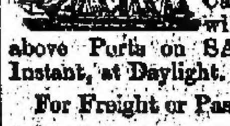
Hongkong, October 21, 1889. 2010

Shipping.

Steamers.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, SINGAPORE AND BANGKOK.



The Company's Steamer *Chow Fa*, Capt. F. W. Phillips, will be despatched for the above Ports on SATURDAY, the 26th Instant, at Daylight.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

Hongkong, October 22, 1889. 2026

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA *VIA* AMOY.

The Co.'s Steamship *Zafiro*, Capt. McCaslin, will be despatched for the above Port on SATURDAY, the 26th Instant, at 4 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.

Hongkong, October 24, 1889. 2037

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship *Hailoong*, Captain Goddard, will be despatched for the above Ports on SUNDAY, the 27th Instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, October 24, 1889. 2042

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI *VIA* SWATOW.

(Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Taisang*, Captain Jackson, will be despatched as above on SUNDAY, the 27th Instant, at Daylight.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, October 24, 1889. 2040

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Orestes*, Capt. Hutchison, will be despatched as above on SUNDAY, the 27th Instant.

Passengers for Europe desiring to proceed Overland, can, on application to the Undersigned, have their Tickets endorsed for surrender at Algiers in exchange for Coupon Tickets to Marseilles (by Transatlantic Company's express boats), and thence to Paris or London. Algiers is 28 hours steam from Marseilles, and thence to London occupies about the same time.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 22, 1889. 2017

FOR SINGAPORE, HAVRE AND HAMBURG.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL *and* BREMEN.)

The Steamship *Bellona*, Capt. C. Haesloop, will be despatched for the above Ports on TUESDAY, the 29th Instant, at 10 a.m.

For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.

Hongkong, October 21, 1889. 2010

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

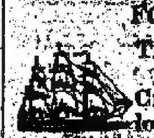
The Co.'s Steamship *Telemachus*, Captain Jones, will be despatched as above on WEDNESDAY, the 30th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 22, 1889. 2028

Sailing Vessels.

FOR NEW YORK.



The 3/3 L.1.1. American Ship *Sea Witch*, Chas. H. Tibbets, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.,

Hongkong, October 21, 1889. 2014

FOR NEW YORK.

The 3/3 L.1.1. British Barque *Robert S. Bernard*, Andrews, Master, will load here for the above Port and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, September 12, 1889. 1775

Notices to Consignees.

THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's S.S. *Oopack* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned, before Noon on the 29th Instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th Inst., at 4 p.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 29th Inst. will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Bills of Lading will be countersigned by

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, October 23, 1889. 2032

FROM SOURABAYA, SAMARANG, BATAVIA AND SINGAPORE.

THE Steamship *Almora*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 29th Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 5th November, otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, October 22, 1889. 2018

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Daphne*, Captain J. Voss, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-morrow, the 23rd Instant.

Any Cargo impeding her discharge will be landed into the Godowns of the Kowloon Pier and Godown Co. and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left our Godowns, and all Goods remaining undelivered after the 28th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th Inst., at 4 p.m.

No Fire Insurance has been effected.

SIEMSSEN & Co.,
Agents.

Hongkong, October 22, 1889. 2025

STEAMSHIP *DJEMNAH.*

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex Steamship *Douro*, from Havre ex Steamships *Douro* and *Guadiana*, and from Bordeaux ex Steamships *Marie & St. Leroy* and *Lallier*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 4 p.m. To-day (Wednesday), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Wednesday, the 30th Instant, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in to me on or before the 1st November (Friday), or they will not be recognised.

No Fire Insurance has been effected.

G. de CHAMPEAUX,
Agent.

Hongkong, October 23, 1889. 2034

Intimations.

Vol. XVIII.—No. 1.

'CHINA REVIEW'

IS

NOW READY.

A RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. Taylor.

This Article, which has been reprinted from the *China Review*, contains one of the best Sketches of Formosan Life yet written.

A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, $1—at Messrs. Lane, Crawford & Co.'s, and Messrs. Kelly & Walsh, Limited, Hongkong; also, Mr. N. Moalle, Amoy.

SCOTT'S EMULSION

OF PURE COD LIVER OIL

With Hypophosphites of Lime & Soda.

PALATABLE AS MILK.

The only preparation of COD LIVER OIL that can be taken readily and tolerated for a long time.

AS A REMEDY FOR CONSUMPTION, BRONCHITIS, SCROFULOUS AFFECTIONS, ANÆMIA, GENERAL DEBILITY, COUGHS AND THROAT AFFECTIONS, AND ALL WASTING DISORDERS OF CHILDREN OR ADULTS it is marvellous in its results.

Prescribed and endorsed by the best Physicians.

SOLD BY ALL CHEMISTS

Agents for China and Hongkong:
Messrs. WATSON & Co. (LIMITED.
Hongkong, December 17, 1888. 2131

Entertainment.

THEATRE ROYAL,

CITY HALL.

MILITARY ENTERTAINMENTS.

GRAND ASSAULT at ARMS by the Lorne Athletic Club of Princess Louise, Arg. & Suth. Highlanders,

MILITARY EXERCISES,

HIGHLAND DANCING,

And a Scene representing Life on active service by N. C. Officers and Men of the Battalion.

The BAND will play during the Performances, which will take place as follows:—

SATURDAY EVENING,
16th November, 1889,

Under the Patronage of H. E. Sir G. W. DES VŒUX, K.C.M.G.

TUESDAY AFTERNOON, 19th Nov.,
AND
WEDNESDAY EVENING, 20th Nov.

Reserved Seats......................$2.
Remaining Seats......................$1.
Soldiers and Sailors in uniform 25 Cents.

Tickets may be obtained at Messrs. Kelly & Walsh's, where a Plan of the Seats can be seen.

Any Surplus, will be devoted to Local Military, and other Charitable Institutions.

Hongkong, October 22, 1889. 2021

Insurances.

QUEEN FIRE INSURANCE COMPANY.

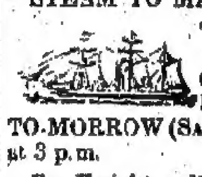
THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.

Hongkong, July 15, 1887. 1340

To-day's Advertisements.

STEAM TO MANILA *VIA* AMOY.



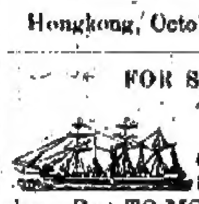
The Steamship *Nanzing*, Captain Thomson, will be despatched as above TO-MORROW (Saturday), the 26th Inst., at 3 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, October 25, 1889. 2045

FOR SHANGHAI.



The Steamship *Amoy*, Captain Lehmann, will be despatched for the above Port TO-MORROW, the 26th Inst., at 4 p.m., instead of as previously notified.

For Freight or Passage, apply to

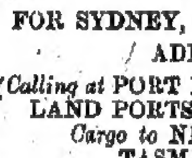
SIEMSSEN & Co.

Hongkong, October 25, 1889. 2029

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at PORT DARWIN & QUEENSLAND PORTS, *and taking through Cargo to* NEW ZEALAND, TASMANIA, *&c.)*



The Steamship *Airlie*, Captain Ellis, will be despatched for the above Ports on FRIDAY, the 8th November, at 4 p.m.

For Freight or Passage, apply to

RUSSELL & Co.,
Agents.

Hongkong, October 25, 1889. 2046

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

Amphitrite, German ship, Captain B. Bowehl.—Order.

E. Graham, British barque, Captain O. Hedge.—Adamson, Bell & Co.

Nellie M. Slade, American barquentine, Capt. Julis O. Teixeira.—Captain.

Occidental, American ship, Captain W. Taylor.—Reuter Bröckelmann & Co.

Penshaw, British barque, Captain John Inokay.—Gibb, Livingston & Co.

Robert S. Besnard, British ship, Capt. Andrews.—Adamson, Bell & Co.

Satsuma, British barque, Captain A. G. Swensan.—Eduard Schellhass & Co.

DAKIN BROS. OF CHINA, LIMITED,

CHEMISTS,

AND

MANUFACTURERS

OF

AERATED WATERS.

THE Factory is fitted with a powerful Steam Plant of the most replete and modern description. The whole process of manufacture is under the continuous supervision of a qualified English Chemist.

The following are manufactured daily:—

AERATED WATER, PHOSPHOZONE,
SODA WATER, SELTZER,
LEMONADE, LITHIA,
GINGER ALE, SARSAPARILLA.

Dakin's Quinine Tonic Water.

The peculiar blending of the bitter and sweet flavours in this palatable beverage, gives it a distinctive character.

The Quinine contained in solution has a decided influence in preventing malarial fever.

DAKIN BROTHERS OF CHINA, LIMITED,

London—Hongkong—Amoy.

Hongkong, October 21, 1889. 2012

SHIPPING.

ARRIVALS.

October 24, 1889:—

Marie, German str., 704, C. A. Hundewadt, Haiphong Oct. 21, Rice and General.—A. R. Marty.

October 25:—

Taicheong, German steamer, from Whampoa.

Taisang, British steamer, from Whampoa.

Nanzing, British steamer, 808, B. Thomson, Manila Oct. 22, General.—Jardine, Matheson & Co.

Chintung, Chinese steamer, 835, Winsor, Newchwang October 18, Beans.—C. M. S. N. Co.

Namoa, British str., 863, T. G. Pocock, Foochow Oct. 22, Amoy 23, and Swatow 24, General.—Douglas Steamship Co.

General Werder, German steamer, 1,820, M. Eichel, Yokohama October 11, Kobe 16, and Nagasaki 21, Mails and General.—Melchers & Co.

DEPARTURES.

October 25:—

Memnon, for Sandakan.
Thales, for Coast Ports.
Tam Tong, for Singapore.
Ashington, for Nowchwang.
Daphne, for Yokohama.
Ingraban, for Saigon.
Ancona, for Yokohama.

CLEARED.

Propontis, for Kutchinotzu.
Chowfa, for Swatow.
Amoy for Shanghai.
Occidental, for New York.

PASSENGERS.

Arrived.

Per *Marie*, from Haiphong, Miss Salabello, Mr Roche, and 20 Chinese.

Per *Nanzing*, from Manila, 185 Chinese.

Per *Chintung*, from Newchwang, Mons. Card, and 4 Chinese.

Per *Namoa*, from Coast Ports, Messrs R. W. H. Wood, Mon Chin Chon, and 130 Chinese.

Per *General Werder*, from Yokohama, Messrs E. George, Paul Lucke, G. Soyeda, Mrs dos Santos and child, Mr Lapraik, Mrs Price and 2 servants, Messrs Dauw, P. T. Stutchbury, A. Brown, H. Wiegand, Mr and Mrs Litovsky, and 15 Chinese.

Departed.

Per *Thales*, for Swatow, Mr Man Ping, Mrs Choo, 3 children and servant.

Per *Kutsang*, for Swatow, Mr J. C. Tate, and 507 Chinese; for Shanghai, 5 Chinese.

Per *Memnon*, for Sandakan, 1 European, and 200 Chinese.

Per *Daphne*, for Yokohama, 2 Europeans.

Per *Ingraban*, for Saigon, 200 Chinese.

To Depart.

Per *Chowfa*, for Swatow, 100 Chinese.

Per *Amoy*, for Shanghai, 20 Chinese.

SHIPPING REPORT.

The British steamer *Nanzing* reports: Had strong E.N.E. wind and heavy Easterly swell, and fine clear weather.

The Chinese steamer *Chintung* reports: Left Newchwang 18th instant, and Chefoo 19th, had strong North wind, from Promontory to Turnabout; from there to port, moderate breeze and fine weather.

The British steamer *Namoa* reports: Left Foochow on the 22nd instant, and experienced a strong N.E. wind and overcast weather to Amoy; left Amoy on the 23rd, and Swatow on the 24th, from Amoy to Swatow, moderate N.E. wind and fine weather; from Swatow to port, moderate to fresh E.N.E. and N.N.E. wind, overcast weather. Steamers in Foochow, *Orestes*, *Pechili* and *Haeshin*. Steamer in Amoy, *Cheang Chew*. Steamers in Swatow, *Chefoo* and *Soochow*.

EXPORT CARGOES.

Per S. S. *Ningchow*, sailed 19th October:—To London, 2,829 boxes Tea, containing 50,409 lbs. Congou, 10,615 boxes Tea, containing 222,915 lbs. Scented Caper, 453 half-chests Tea particulars unknown, and 673 boxes Tea; 765 bales Waste Silk, 338 cases palm leaf fans, 104 cases Preserves, 92 cases China ware, 95 cases Blackwoodware, 32 cases Copperware, 76 cases Bristles and 11 pkgs. Sundries.

Per S. S. *Batavia*, sailed 24th October:—For Vancouver, B.C., 4 boxes Opium, 200 bags Rice and 233 pkgs. Merchandise; for Victoria, B.C., 820 bags Rice, 2 boxes Silks, 20 chests Opium and 1,191 pkgs. Merchandise; for Portland, 1,970 bags Rice and 440 pkgs. Merchandise; for Seattle, 200 bags Rice and 34 pkgs. Merchandise; for Port Townsend, 160 bags Rice and 38 pkgs. Merchandise; for New Westminster, 6 chests Opium, 40 bags Rice and 217 pkgs. Merchandise; for New York, 291 bales Raw Silk, 15 cases Raw Silks and 16 pkgs. Merchandise.

POST OFFICE NOTICES.

MAILS will close:—

For AMOY & MANILA.—
Per *Nanzing*, at 2.30 p.m., on Saturday, the 26th inst.
Per *Zafiro*, at 3.30 p.m., on Saturday, the 26th inst.

For SHANGHAI.—
Per *Amoy*, at 3.30 p.m., on Saturday, the 26th inst., instead of as previously notified.

For AMOY.—
Per *Almora*, at 5 p.m., on Saturday, the 26th inst.

For SWATOW & SHANGHAI.—
Per *Taisang*, at 5 p.m., on Saturday, the 26th inst.

For SWATOW, AMOY & TAMSUI.—
Per *Hailoong*, at 5 p.m., on Saturday, the 26th inst.

For STRAITS SETTLEMENTS.—
Per *Bellona*, at 9.30 a.m., on Tuesday, the 29th inst.

For STRAITS SETTLEMENTS.—
Per *Port Fairy*, at 1.30 p.m., on Tuesday, the 29th inst.

Xmas and New Year Parcels.—Parcels for the United Kingdom posted before 8 p.m., on Tuesday, November 5th will reach London about December 17th, and those posted before 8 p.m. on November 19th, will reach London about December 31st.

Senders of Parcels are requested to post them, if possible, a few days in advance.

Peak Delivery. Letters, &c., will be delivered by the 12 and 4 o'clock Trams only. Correspondence for the Peak may be posted in the General Post Office up to 11.30 a.m. or 3.30 p.m., or in the Letter Boxes in the Cars till time of departure.

Parcels for the Peak may be posted in the General Post Office only up to 11.30 a.m. or 3.30 p.m. Local Rates will be charged. No Sunday delivery. Senders are requested to Cancel their Stamps by writing the word *Stamped* across them.

Covers containing Bank Notes, &c., should be registered.

Business Notices.

THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.

1889. AUTUMN 1889.

NOVELTIES

IN ALL

DEPARTMENTS.

1889. WINTER 1889.

The HALL & HOLTZ CO-OPERATIVE COMPANY LTD.

Hongkong, October 16, 1889. 1985

SHARE LIST.—QUOTATIONS.—October 25, 1889.

Stocks	Nos. of Shares.	Value.	Paid-up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	60,000	$ 125	all	184, buyers
MARINE INSURANCES.				
Canton Insurance Office Co., Ld....	10,000	$ 250	$ 50	$132½, buyers
China Traders' Insurance Co., Ld....	24,000	$ 83.33	$ 25	$72, buyers
Chinese Insurance Co., Limited......	1,500	$ 1,000	$ 200	$150, nominal
North-China Insurance Co., Ld......	5,000	£ 200	£ 50	Tls. 350
Straits Insurance Co., Ld............	30,000	$ 100	$ 20	$23
Union Insurance Society Co., Ld....	10,000	$ 250	$ 25	$110
Yangtsze Insurance Association, Ld.	8,000	£ 25	all	Tls. 90
FIRE INSURANCES.				
China Fire Insurance Co., Ld........	20,000	$ 100	$ 20	$85
Hongkong Fire Insurance Co., Ld...	8,000	$ 250	$ 50	$382½
Straits Fire Insurance Co., Ld.......	20,000	$ 100	$ 20	$19
FIRE AND MARINE INSURANCES.				
Singapore Insurance Company, Ld.	40,000	$ 100	$ 20	$15, nom.
DOCKS.				
H'kong & Whampoa Dock Co., Ld.	12,500	$ 125	all	67 % prem.
STEAMBOATS.				
China and Manila S. S. Co., Ld.....	3,500	$ 50	all	$115
Douglas Steamship Co., Limited	20,000	$ 50	all	$65 ex. div.
H., C. and M. Steamboat Co., Ld	80,000	$ 20	all	$40, cash
Indo-China S. N. Company, Limited	60,000	£ 10	all	15 % dis., buyers
Steam Launch Company, Limited...	2,000	$ 50	$ 30	nominal
REFINERIES.				
China Sugar Company, Limited......	15,000	$ 100	all	$230, cash
Luzon Sugar Company, Limited.....	7,000	$ 100	all	$66, cash
WHARVES.				
HK. & Kow. Wharf & Godown Co.	17,000	$ 100	all	$161, cash
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited......	50,000	$ 100	$ 50	$114, cash
Kowloon Land and Building Company, ...	6,000	$ 50	$ 30	$22
Peak Building Company, ...	......	......	$ 7	$10
Richmond Terrace Building Co......	......	......	$ 100	$200
Shanghai Land Company, ...	......	......	Tls. 20	Tls. 24
West Point Building Co., Limited..	12,500	$ 50	$ 40	$52, sales
TRAMWAYS.				
HK. High-Level Tramways Co., Ld.	1,250	$ 100	$ 5	$250 % prem.
MINING.				
Jelebu Mining & Trading Co., Ld.	4,500	$ 5	—	$5½, cash
Punjom & Sunghie Dua Samatan Mining Co.	60,000	$ 10	all	$13, cash
Selama Tin Mining Company, Limited................	115000	$ 5	$ 2	$4½, cash
	25,000	$ 5	$ 5	$6
Société Francaise des Charbonnages du Tonkin	8,000	Fcs. 500	Fs. 500	$500
PLANTING, ETC.				
China-Borneo Company, Limited....	7,500	$ 100	$ 50	$50 nom.
Darvel Bay Trading Company, Ld..	4,000	$ 25	$ 8	$10 nom.
East Borneo Planting Co., Limited.	4,000	$ 50	$ 40	$60 nom.
Labuk Planting Company, Limited.	5,000	$ 50	$ 10	$16 nom.
Songei Koyah Planting Co., Ld.	5,000	$ 50	$ 40	$60 nom.
H. G. Brown & Co., Limited.........	6,000	$ 50	all	$60, cash
The Lamag Planting Co., Limited...	6,000	$ 50	$ 25	$40
HOTELS, ETC.				
Austin Arms Hotel and Building Company, Limited................	4,000	$ 50	$ 25	5 % dis.
Hongkong Hotel Company, Ld.... 3,000 shs. issued..................	3,000	$ 100	all	$220
Peak Hotel & Trading Co., Limited	4,000	$ 50	$ 15	$25
Borneo Hotel and Stores Co., Ld....	1,000	$ 50	$ 30	$32 nom., ex div.
DISPENSARIES.				
A. S. Watson & Co., Limited........	50,000	$ 10	all	$22, buyers
Cruickshank & Co., Limited.........	1,600	$ 50	all	par, buyers
LIGHTING.				
HK. and China Gas Co., Limited..	5,100	£ 10	all	$131, sellers
New Shares......................	1,900	£ 10	£ 7.10	
Hongkong Electric Co., Limited	30,000	$ 10	$ 2	$6, cash
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	20,000	$ 50	$ 5	$8½
Hongkong Brick & Cement Co., Ld.	4,000	$ 25	$17.50	$18
MISCELLANEOUS.				
A. G. Gordon & Co., Limited	6,000	$ 25	$ 20	$20
Campbell, Moore & Co., Limited ...	1,200	$ 10	all	$11
Geo. Fenwick & Co., Limited	6,000	$ 25	$ 25	$25
[illegible] Company, Ld.	[illegible]	$ 50	all	$80, nominal
Hongkong Dairy Farm Co.............	3,000	$ 10	all	$16
Hongkong Ice Company, Limited	5,000	$ 25	all	$108
H'kong Rope Manufactory Co., Ld.	3,000	$ 50	all	$125
Marinburk Furniture Co., Ld.......	3,000	$ 25	$ 6	$7

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese [illegible] 1884	$1,394,700.14	$500	8 % p. annum	3 % prem., nominal.
1881	$1,594,700.14	$500	8 ,, ,,	5 % prem ,,
1886	Tls. 767,200	Tls. 250	7 ,, ,,	14 % prem ,,
DEBENTURES.				
Hongkong Hotel Mortgage Debentures, 1889	$ 400,000.00	$500	6 ,, prem.	$501

POST OFFICE NOTICES.

MAILS by the German Packet.—

The German Contract Packet *Neckar* will be despatched on SATURDAY, the 26th Instant, with Mails for the United Kingdom, Europe and countries beyond, *via Brindisi*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, &c., &c.

Registry ceases at 4 p.m.
The Mail closes at 5 p.m.

MAILS by the French Packet.—

The French Contract Packet *Natal* will be despatched on WEDNESDAY, the 30th October, with Mails for the United Kingdom, Europe, and places beyond, *via Marseilles*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichéry, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

HOURS OF CLOSING THE
ENGLISH AND FRENCH MAILS.
When the Packets leave at Noon.

The following hours will be observed in closing the Mails for Europe, &c., by the English and French Packets, when they leave at Noon. The Money Order Office will be closed at 5 the day before.

8.00 a.m.—Posting of Prices Current and Circulars ceases.
(Prices Current and Circulars may however be posted up to 10 o'clock if they are tied in bundles, country by country, with the addresses all one way).

10.00 a.m.—Registry ceases.

10.30 a.m.—Posting of Newspapers, Books, and Patterns ceases.

11.00 a.m.—Mail closes.

Late Letters may be posted (from 11.10 a.m.) *with 10 cents late fee* up to 11.30 a.m., after which hour they may be sent on Board with the same Late Fee.

POST OFFICE NOTICES.

MAILS by the United States Packet.—

The United States Mail Packet *City of Rio de Janeiro* will be despatched on SATURDAY, the 26th Instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

0.15 p.m. Registry ceases.
0.30 p.m. Post-Office closes, but Correspondence may be posted on board the Packet, *with Late Fee of 10 cents extra Postage*, until the time of departure.

Letters Parcels, &c., *for* Kowloon Point and steamers in Harbour may be posted in the General Post Office up to 11.30 a.m. and 3.30 p.m.

Letters *from* Kowloon Point may be posted in the Letter Box which has been placed in the Police Station Compound up to 12 and 4 o'clock.

Local rates will be charged.

To avoid robbery, senders of letters from Kowloon are requested to cancel their stamps by writing the word *stamped* across them.

Covers containing Bank Notes, Jewellery &c. should be registered.

There will be no Sunday delivery.

General Memoranda.

Monday, October 28:—
Noon.—Meeting of Shareholders of The Canton Insurance Office, Ltd., at Messrs Jardine, Matheson & Co.'s Office.
Goods per *Daphne* undelivered after this date subject to rent.

Tuesday, October 29:—
Goods per *Almora* undelivered after this date subject to rent.
Goods per *Oopack* undelivered after this date subject to rent.

Wednesday, October 30:—
Goods per Steamer *Djemnah* unclaimed after Noon subject to rent.
4 p.m.—Meeting of H.K. Jockey Club.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Chow Fa* leaves for S'tow, &c.
1 p.m.—P. M. S. S. Co.'s Steamer leaves for Yokohama and San Francisco.
3 p.m.—*Nanzing* leaves for Manila, &c.
4 p.m.—*Amoy* leaves for Shanghai.
4 p.m.—*Zafiro* leaves for Manila, &c.

Auctions.

2.30 p.m.—Auction of Household Furniture, at No. 10, Arbuthnot Road, the residence of the late Hon. F. Stewart, LL.D.

Miscellaneous.

11 a.m.—Cricket Match.
2 p.m.—Opening of Grounds of The Chinese Amusements Syndicate Co., Ltd., at Bowrington.
2.45 p.m.—Competition of the H.K. Rifle Association.

Watson's SOAPS.

WATSON'S
Pure Carbolic Soaps,
THE BEST IN THE MARKET,
FOR MEDICINAL and TOILET USE.
Guaranteed to be made from absolutely pure 'Phenol,' or Carbolic Acid.

THESE SOAPS, being specially prepared for use in Tropical Climates, will be found most efficacious for cleansing and purifying the Skin, and for preventing contagion from Fevers of all kinds, and contagious diseases generally.

They act as a mild stimulant, as well as a depurative and disinfectant; readily allay irritation of the Skin, cure and prevent prickly heat, and other Skin diseases prevalent in hot climates, and are strongly recommended for general use by all the leading and most eminent Medical Practitioners.

To be had in the following forms to suit all requirements:

Strong Medicinal,
In Single Tablet Boxes.
White, guaranteed to contain 20% of Pure Carbolic Acid.
Rose Colour, guaranteed to contain 20% of Pure Carbolic Acid.
Transparent, guaranteed to contain 20% of Pure Carbolic Acid.
Price, 50 Cents per Box—3 Boxes, $1.25.

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Three Tablets in a Box.
Rose Colour, guaranteed to contain 10% of Pure Carbolic Acid.
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Toilet Soap.
Three Tablets in a Box.
Rose Colour, guaranteed to contain 5% of Pure Carbolic Acid.
Transparent, guaranteed to contain 5% of Pure Carbolic Acid.
Price, 75 Cents per Box—3 Boxes, $2.

WATSON'S
ANTISEPTIC DOG SOAP
In Single Tablet Boxes.
Brings sudden Death to Fleas and all 'Pediculous' Parasites.
It is nevertheless perfectly harmless, and may be used without the least fear of any bad result on Dogs of any age, sex, or size.
Price, 50 Cents per Box—3 Boxes, $1.25.

WATSON'S
PURE TRANSPARENT
TOILET SOAPS.
Have attained a reputation in the Far East which makes them universal Toilet Requisites.
Guaranteed to be absolutely pure, and may be used by Ladies and Children with the most delicate Complexions and sensitive Skins, without any fear whatever of producing irritation, at any season of the year. Being practically dry and firm, they will be found most economical by all who use them.

Watson's Pure Transparent Glycerine Soap
Guaranteed to contain the largest percentage of Pure Glycerine it is possible to introduce into any Soap. Specially recommended to all who have very sensitive Skins, easily affected by wind and weather.

Watson's Pure Opaque Toilet Soaps
A varied assortment of favourite kinds; the principal difference between them being more one of personal preference than of quality; all are pure, and the base of all is the same, but the perfumes differ. *New kinds will be introduced from time to time as occasion requires.*

Please Observe.—Each Tablet bears our Name and Trade Mark, without which none are genuine.

Ask for Special Bill giving full particulars of all the different Soaps we make.

We also keep in stock a great variety of the following well-known Soaps—
ATKINSON'S, CALVERT'S,
COLGATE'S, LUBIN'S,
PEARS', &c.

A. S. WATSON & Co., Ltd.,
THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.
Hongkong, September 3, 1889. 1712

The publication of this issue commenced at 7.15 p.m.

The China Mail.

HONGKONG, FRIDAY, OCTOBER 25, 1889.

The question asked by Dr Ayres at the last meeting of the Sanitary Board would perhaps have been more properly put in the Legislative Council. The Board has no control over the water supply of the Colony. It can only interfere when any impurities have been discovered. Still, as the question of the adequacy of the supply of water is one that—indirectly at least—affects the health of the Colony, the Health body may be excused for concerning itself, even more than in strict law it is entitled to do, about this most important subject. Nearly a year ago we were told, with a great flourish of trumpets, that the Tytam Water works were completed, and the Colony was led to believe that water was at the door of almost every resident. It was soon discovered, however, that the 'completion' meant little else than the bringing of the water to the service reservoir near the Albany, and that next to nothing had been done in the way of laying pipes to distribute the water through the town. Mr Wodehouse, in his anxiety for the Fire Brigade, was, we think, the first to bring Mr Price to acknowledge something like the true position of matters; and then it was discovered that two or three years must yet elapse before the distribution of Tytam water is anything like complete. In fact, the then head of the Public Works Department had a somewhat vague notion as to the system on which and the extent to which the water would be distributed through China town. He spoke of a possible separate system for fire brigade purposes, but Mr Wodehouse could not get him to state that much fresh water would be conveniently available for the extincion of fires. For some time thereafter the work of laying mains was actively pursued, but, if we mistake not, the great rain-storm checked the progress, and it would now be most interesting to know how far the distribution of Tytam water has proceeded and what districts may rely on that supply in the near future. Dr Ayres' question related to the districts above Hollywood Road. If we remember aright, Mr Price said that the Tytam supply would go up the hill as far as the level of the Albany, but the way in which he shirked a question put by Mr Wodehouse in Finance Committee as to the pressure of the water at that height showed that not much reliance could be placed on the general statement he made. It is at the present moment more than ever important that Dr Ayres' question should be answered, either in the Legislative Council or the Sanitary Board, as there are rumours of the military having undermined the Pokfulam conduit in digging the foundations of the new fort they are constructing above West Point. We do not know how much truth there is in these rumours, but in view of any interference with the Pokfulam supply it is most desirable that the Colony should be informed as to the extent to which reliance can be put on the Tytam supply. It is some consolation to know that the present Surveyor General seems determined to prevent the bungling which led to the destruction of Pokfulum water at the beginning of the summer months this year, so that, barring some extraordinary occurrence, such as we have hinted at, we may look for a pretty constant supply from that source—a source on which we fear a much larger area than the hill-district above the Albany will, at least for some considerable time to come, be entirely dependent.

The thanks of the community are due to Mr Ede for having revived the subject of laundry work in the Colony. We suppose it is impossible to compete with the Chinese in this business. The two attempts that were made in Hongkong to carry on a steam laundry ended in failure; and, although with better management better results might be obtained, it is not likely that another effort will be made, at least for some time to come, to enter into competition with Chinese washermen. As the residents therefore have no alternative but send their clothes to the Chinese, it is highly desirable that something should be done towards improving the mode of treatment adopted by the Chinese in cleaning our clothes. We suppose it will be impossible to wean them from the hammering process which plays such havoc with shirt fronts, cuffs &c., but we can at least insure that our clothes are washed in clean water. At present the washermen take their clothes to the mountain streams, generally filled with impurities, and spread them to dry on the hillside. It is needless to say that this practice is most objectionable in many respects. The clothes are not thoroughly cleaned, and there is always the risk of their being affected by impurities dangerous to health. The washing on the hillside by no means adds to the picturesqueness of the landscape, and has in many instances proved a nuisance to those living in the vicinity. Scarcity of water has hitherto prevented the Colony from dealing with this matter, the importance of which has been long recognised. Last year, when it was thought all our troubles with the water supply were at an end, the Government inserted a sum of $20,000 in the estimates for the erection of laundries for the people. More pressing work doubtless delayed the carrying out of this reform for several months, and then the great rain-storm in May so upset calculations that laundries and various other works had to recede into the distance. We hope Mr Ede's timely revival of the subject will insure the reinsertion of the vote in next year's estimates. What is sought is not of course that the Government should take over the washing of the Colony—it has sometimes enough to do to wash its own linen—metaphorically we mean,—but that it should erect a laundry or laundries whither the washermen might go with their clothes, where there would be an abundant supply of clean water, and where, we suppose, some supervision would be exercised with a view of preventing contamination or the spread of any infectious disease. The Government might also by this means be able to obtain some control over the laundry guild, a close body which has hitherto been able to beat down all competition and impose its charges upon the community. The authorities might find it

advisable to let out the stands in the laundry, just as they do the stalls in the market, and thus the initial expense would soon be covered. We suppose that in the laundry buildings there would be provision for ironing being carried on, for it is during this process in the by-no-means sweet-smelling shops of the Chinese that our clothes run the greatest risk of picking up germs of disease. In the laundry, also, the clothes baskets, another fruitful source of pollution, would, we imagine, be carefully looked after.

TELEGRAMS.

(Havas Agency.)

PRINCE ALEXANDER.

Prince Alexander of Bulgaria has arrived in Paris.

ITALY AND ABYSSINIA.

PARIS, October 17th.

The Italian Government has delivered, through its Ambassadors accredited to the signatory Powers of the Treaty of Berlin, a declaration informing the Powers that it intends to establish its protectorate over Abyssinia.

THE FRENCH CHAMBERS.

PARIS, 18th October.

The meeting of the new Chamber of Deputies is definitely fixed for the 12th November next.

(From El Comercio.)

SPAIN.

MADRID, Oct. 18.

The Ultramarine Council is suppressed and a Colonial Assembly has been created.

THE CRICKET MATCH AT SHANGHAI.

The following telegram was received from Shanghai to-day by Mr A. K. Travers, Hon. Secretary H. K. C. C.:—

'Weather fine; match probably Monday, Tuesday.'

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND:—*Branksome*, Sept. 6; *Zambesi*, Oct. 1; *Hesperia*, *Dorset*, 4; *Anchises*, *Benledi*, *Glenfalloch*, *Patroclus*, *Sachsen*, *Pembrokeshire*, *Polyhymnia*, 8; *Glenogle*, *Monmouthshire*, *Ulysses*, *Lennox*, *China*, 15; *Elektra*, *Lingfield*, 18; *Chingwo*, *Dardanus*, *Aglaia*, 22.

HOMEWARD BOUND:—*Hassia*, Oct. 1; *Carmarthenshire*, *Frigga*, *Strathearn*, 8; *Bengloe*, *Hector*, 11; *Colombo*, 18; *Bayern*, *Irawaddy*, 22.

The *Coromandel*, with the English Mail of 27th Sept., left Singapore on Tuesday, the 22nd instant, at 9.30 a.m., and may be expected here on or about Monday, the 28th inst. This Packet brings replies to letters despatched from Hongkong on Aug. 15th.

The O. & O. S. S. Co.'s steamer *Gaelic*, with the AMERICAN MAIL of October 3rd, left Yokohama on Thursday, the 24th inst., at daylight, and may be expected here on or about Tuesday, the 9th inst.

The Canadian Pacific Co.'s s. s. *Abyssinia*, from Vancouver, leaves Yokohama for Hongkong direct on the 25th inst.

The N. G. L. s. s. *Bormida* left Singapore on the 21st Sept., and may be expected here on or about the 28th inst.

The O. S. S. Co.'s steamer *Telemachus*, from Liverpool, left Singapore on the 22nd inst., and may be expected here on or about the 28th inst.

The E. & A. S. S. Co.'s str. *Airlie* left Sydney for this port on the 10th inst., and may be expected here on or about the 1st Nov.

The P. & O. Co.'s extra steamer *Gwalior* left Bombay for Singapore and this port on the 17th inst.

OWING to the inclemency of the weather, there will be no cricket to-morrow.

THE Resident of Haiduong has instituted criminal action against the editor of *Le Courrier d'Haiphong*, whom he accuses of defaming his character, by stating that he (the Resident), when stationed at Haiphong, was informed by the Director of Customs that Oberg was engaged in smuggling arms and ammunition to the pirates, of which information the Resident took no notice, but showed the door to the Director of Customs.

MESSRS Gibb, Livingston & Co. write us that from a telegram just to hand via Singapore, from the Managing Director of the China Borneo Co. Limited, Sandakan, they gather that the s. s. *Afghan*, with the Company's vessel *Tarapaca* in tow, reached there safely on or before the 18th inst. It will be remembered that the steamer and her tow put to sea on the 11th inst., just before the report of the recent typhoon was made known.

FROM the Macao *Independente* we learn that mournful demonstrations were made there on Monday last in honour of the late King Dom Luiz I. The flags in all the forts were flying half-mast. Minute guns (15 minutes) were fired from the Monte, Barra, Bomparto and Taipa forts, the bells of all the churches tolling at each interval. The public offices were closed for eight days. The general mourning will be of three months' duration, the first half of which will be rigourous mourning.

FRANCISCO Xavier was sued for $1.25 by U Sin, before Mr Justice Wise to-day, under peculiar circumstances. Xavier lives in the same house with U Sin. One evening recently he heard some of the plaintiff's fokis shouting 'fire,' and found that as the result of the usual fooling with kerosene the floor of the plaintiff's place was in a blaze. In going to help to extinguish the fire Xavier threw aside a bamboo bed which was in his way, and it was for the damage alleged to have been then done to this piece of furniture that he was sued. His Lordship, after hearing evidence, dismissed the case.

THE firm of Soupo Raveau and Roocpé, Paris, has obtained the contract for the construction of the small railway of 60 centimetres gauge between Phu-lang-thuong and Langson, about 300 miles. The contract price was frs. 3,050,000.

Le Courrier d'Haiphong gives particulars of the capture by pirates of a junk from Pakhoi with a cargo valued at over $1,000, and also of the pirating of another junk from the island of Wai-chow-long with $3,000 worth of goods. Our contemporary says that the pirates are now in the neighbourhood of Khoan-lang, between Hongay and Kebao.

ACCORDING to a telegram in *Le Courrier d'Haiphong*, the pacification of the provinces of Tonkin is proceeding more satisfactorily. In the province of Bac-ninh the rebel bands have been demoralised by sickness and scarcity of food and their submission is imminent. For the first time since the occupation of the country the taxes are coming in regularly. Comparative tranquility has also been established in the Langson province. Any European traveller may now go to Cao-bang, Lang-son or Bac-lé without fear of being disturbed.

FOUR men were brought before Mr Wodehouse in the Police Court to-day, on remand, charged with causing the death of Lo Tan, master of a rubbish boat, on the 21st inst. The prisoners are the crew of a cargo boat, and it appears that they had a quarrel with the crew of the rubbish boat in question about a place of anchorage, in the course of which the master of the rubbish boat either fell or was pushed overboard and met his death by drowning. Mr Caldwell appeared for the prisoners. One of the men belonging to the rubbish boat stated that the other crew, armed with bamboo poles, boarded their vessel and the deceased got a blow with a pole which knocked him overboard. The case was remanded.

A CORRESPONDENT of the *Comercio* of Manila, writing under date Daraga, 10th October, concerning the Mayon Volcano, says:—The eruption has continued for 36 hours, during which time the underground noises never ceased. If it is alarming to see the great amount of lava thrown from the volcano under a copious shower of rain, it is more so to hear the deafening sounds which resemble those of a tremendous gale. This volcano has a wide break on the east side through which an immense quantity of candescent stone and ashes have fallen in and smoke pours continuously from it. At the foot of the volcano is the village of Libog, the inhabitants of which have fled to a neighbouring place of resort. Up to the present no injury has befallen anybody.

A WRITER in *Le Courrier d'Haiphong* recommends France to take possession of the Paracels and Amphitrite islands, which lie off the Coast of Annam. As strategical points he says they might serve as coal depots and shelters for one or two cruisers whose object might be the stoppage of the trade of China. The groups possess some good anchorages which are at present the centre of a very important fishing trade, little known to Europeans but assiduously cultivated by Chinese and Malays. Connected with the fishing are several industries. The natives prepare the bladders of the fish, fish liver oil, glue &c. and a sort of brandy made by distilling the gills, heads, &c. of certain fish—a species of brandy of which the Chinese and Malays are very fond. The fish are sold at a very low price by a poor population, and are exported from the Paracels in large Chinese junks to the markets on the Coast of Annam, China and the Malay Peninsula, where the picul fetches from $12 to $22 for ordinary fish, the other products realising from $50 to $60. It is estimated that the number of junks on these shores is about 6060. The writer maintains that a revenue from navigation dues, fishing dues and custom dues could be obtained from the islands sufficient to pay the expense of occupation and leave a balance to the good of the Protectorate. A Company with a monopoly of salt would, he thinks, make big profits out of the industries connected with the fishing.

THE French are evidently not making so much out of the Yunnan trade as they at first expected. In a recent issue, *L'Avenir du Tonkin* says that since the installation of the French Consul at Mongtze there has been no business activity, but everywhere profound calm and discouragement. The Chinese, says our contemporary, were so convinced that the market was to be invaded by French products that they gave orders to their correspondents in Canton, Fukhien and Hongkong not to send any goods by the Pai-se route; and now that nothing has come forward the Chinese regret the action they took and have re-ordered the goods countermanded, which amount in linen and cotton tissue, to a total of Tls. 170,000. *L'Avenir* further asserts that the vessels which go down from Laokay regularly once a week return empty. At Mongtze the stock of tin in the mines is accumulating for want of European buyers, and altogether there seems to be general surprise that the French are unable to turn to any practical use the important route for the possession of which they spent so much money. On the contrary, *Le Courrier d'Haiphong* says that there is now a good deal of goods coming to Tonkin for Yunnan, and quotes figures from the Custom House showing that the *Marie* and *Alvaine* recently brought 1816 bales and 500 pieces of sandal wood of a total value of $25,413 for Yunnan by way of Laokay.

A CHINESE doctor who was charged to-day with being in possession of opium, without the necessary document from the Opium Farmer, told the Magistrate that he had a certificate, but his little boy was playing with it yesterday and accidentally swallowed it.—The doctor was fined, of course.

OWING to the absence of a representative of the Ottoman Empire in the Philippines and the considerable number of the subjects of that nation now residing in the archipelago, the Spanish Government has just appointed the French Consul in Manila to be in charge of all matters concerning that power.

WE observe in a notice issued by Mr McCallum, Acting Commandant of the Hongkong Artillery Volunteers, that the silver gun-carriage presented by the corps to Major Tripp is now finished, and may be seen on the night of the annual general meeting, 31st October. We obtained a glimpse of the present the other day, and we must say that we have never seen a better piece of Chinese workmanship. The work was done in Canton and certainly does credit to the workman. All the details of a gun, gun-carriage and ammunition wagon are faithfully and artistically reproduced, and the whole forms a perfect model.

FROM particulars which appear in the *Shogyo Shimpo* it appears the export of Japan rice this year shows a decrease compared with last year up to a corresponding date (Aug. 14th), of 90,000 tons. The exported rice reached a total of 170,000 tons.

WE have it on official authority that it has been decided by the Kobe Municipal authorities to tax the private foreign schools and hospitals in the mixed residence part of the town the same as those belonging to Japanese subjects.—*Japan Gazette.*

DURING the three months ending June 30th 30,000 cases of soap were manufactured in Hyogo-ken and the sales reached 29,795 cases, of which 21,146 were exported abroad, the quotations varying from 30 to 55 sen per case. Owing to the limited circulation of money in China, the principal market for the goods, business has been quiet since the end of March and the quantity manufactured has consequently diminished.

SOME time ago we (*Japan Gazette*) published a paragraph given us by Captain Lee of C. P. steamer *Abyssinia*, in which a rock was reported as lying off the coast of Japan and the position given was lat. 36° 30' North and long. 142° 26' East, or thereabouts. The Admiral of the English fleet then on the station told off two of the men-of-war on their return from Hakodate to search for the reported rock. After spending some time in vain, they returned to Yokohama and reported that no such danger existed in this particular spot or for several miles round. The sealing schooner *Rose*, Captain Gierow, while on her cruise North at about noon on the 11th July, 1889, and while the crew were below having dinner, ran on a rock, and heeled over so far as to throw the dinner and plates off the table. The crew rushed on deck and at that moment the vessel slipped off into deep water. After the surprise was over the lead was thrown, but no bottom could be found at 35 fathoms. Captain Gierow had just previously taken the sun, and found the position of the vessel to be lat. 36° 26' North and the long. by dead reckoning 142° 00' East. Although this is not exactly the spot indicated by the *Abyssinia*, it is possible that a dangerous rock lies in or about the position pointed out by Captain Lee a year ago.

THE *Japan Mail* says:—Further intelligence confirms the views already expressed by us with reference to the important step taken by Count Ito last Thursday. His Excellency's resignation is not connected with the question of Treaty Revision, as some persons have stated. It is entirely due to absence of unanimity in the Cabinet owing to party friction. The Chief Council of the Empire is not working together. Its business is conducted over the heads of and without the coöperation of a large number of the members, and the continuance of such a state of affairs is practically impossible. The circumstances which have contributed to bring it about are complicated, nor can we yet pretend to detail them in full. The main point is that the deadlock exists, and that, as a practical statesman, Count Ito has thought it necessary to bring matters to a crisis. We repeat our conviction that his Excellency will not leave the Cabinet, and we supplement it by saying that he will not consent to resume the office of Minister President. Count Yamagata is clearly indicated by public opinion for that post. It is expected that a definite course will be taken at the Cabinet meeting of to-day, or at latest at the Cabinet meeting of next Friday. The air, as may well be supposed, is full of rumours, but we recommend our readers to place no credence for the present in anything except a probable change in the leadership of the Government.

THE SHANGHAI POSTAL QUESTION.

Here are some tough facts for the disciples of Mr Henniker Heaton:—

The postage on each half-ounce letter for London collected at the British Post Office, Shanghai, amounts to 3·6d. ($1=3/).

BY ENGLISH MAIL

Hongkong pays charges to Egypt ·22d., Italy ·53d., France ·67d. and Great Britain 1·67d. Total 3·09d. on each half-ounce letter.

The United Kingdom, out of the 1·67d. named above, pays the P. & O. subsidy, the loss on which is £123,000 annually, towards which Hongkong contributes some £6,000 not included in the sea-rates quoted above.

BY FRENCH MAIL

Hongkong pays charges to France and Egypt equal to 1·89d. on each letter, and makes a profit of 1·71d.

When letters are posted at the French and German Post Offices in Shanghai to be forwarded by P. & O. packet, the United Kingdom receives 1·67d. per letter for carrying them. This correspondence thus pays the Imperial Government as well as if it were posted at the British Office at 10 cents. Hongkong receives nothing.

France and Germany levy a postage of 2·4d., and pay charges amounting in the case of the English Mail to 3·09d. and in the case of the French Mail to 1·89d. per letter. The loss in the former case is ·69d. per letter, in the latter case there is a slight gain of ·51d. per letter.

If postage at the British Post Office were reduced to 5 cents, Hongkong would lose 1·29d. per letter by the English Mail, and ·09d. per letter by the French Mail.

These figures are approximate only.

THE SOOCHOW 'PIRACY' CASE.

The eight men charged with being found armed on board the steamer *Soochow* with intent to commit a felony, were again brought before Mr Robinson, in the Police Court to-day. Mr Wilkinson appeared for all the prisoners, except the eighth.

Ip Po Wan, P.C., said—At 2.30 a.m. on the 3rd inst. the first four prisoners were brought to No. 7 Station, and the other four were brought there in about an hour afterwards. I heard Inspector Mackie ask them if they had passage-tickets. They all replied that they had tickets for Hoihow. By order of the Inspector I searched their persons and found that all except the 1st, 7th and 8th had tickets. These three, in reply to the Inspector, said they must have lost their tickets when they were being searched on board the steamer. In the collection of luggage brought to the Station there were 12 jackets, eight pairs of trousers, five mats and an umbrella. When asked if any of this property belonged to them, the defendants said 'no.'

This concluded the evidence.

Mr Wilkinson said the charge was that of being armed with intent to commit a felony, and his contention was that there was absolutely no evidence of any intention to commit a felony, while the evidence was totally incapable of supporting the charge of being in possession of arms. One of the chief points relied upon by the prosecution was that stinkpots had been thrown overboard. He did not know whether stinkpots could be strictly called arms—they were certainly not included in the Arms Ordinance. However, the evidence as to the possession of stinkpots had broken down completely; and, even supposing the stinkpots were in the possession of his clients, it was an absurdity to say they intended to commit a felony if they were throwing away the articles which they were going to use in committing that felony.

His Worship said he was of opinion in this case that stinkpots were deadly weapons within the meaning of the Ordinance and that they were capable of causing death, but he thought Mr Wilkinson made out his case when he went on to say that there was nothing to connect them with these men, or at least with all of them. The same remark applied to the revolvers that were found and the swords. There was no evidence of any of the deadly weapons appertaining to any of the seven who were defended. He thought therefore that although there might be suspicions there was no real evidence to justify even the committal of these prisoners. With regard to the eighth man he thought there was a clear case against him. He was quite satisfied with the evidence of the constable who said he saw this prisoner throw away something which was immediately picked up and found to be a revolver. He found the eighth prisoner guilty of an offence against the 5th section of Ordinance 14 of 1889, and imposed a fine of $100, with the alternative of six months' imprisonment with hard labour. The other men were discharged.

BANKRUPTCY IN CHINA.

We give the second instalment of the interesting articles on bankruptcy and partnership, which appeared first in our columns in 1882, when, as now, an agitation was being carried on for the amendment of the bankruptcy laws:—

If the term 'bankruptcy law' implies, as it justly may be taken to imply, the idea of protection afforded by the law, under certain conditions, to an insolvent debtor, we may at once say that there is no bankruptcy law in China at all. Chinese law knows nothing of that distinction between insolvent non-traders and bankrupt traders which was in force in England up to the year 1861. The idea of giving a debtor, whose assets are insufficient to cover his liabilities, a certificate of discharge, even after he has been stripped of his property or assets, and to free him thereby not only from imprisonment but even from the liability to pay the balance still due to his creditors, at any future time, even should he afterwards become rich, is entirely opposed to the first principles of Chinese commercial law and usage. Such a whitewashing process, sanctioned by law, appears to every Chinese business man a piece of incomprehensible folly, the inevitable effect of which must, in his opinion, be the demoralisation of the trading classes. Chinese law makes no distinction between bankruptcy caused by reckless speculation and bankruptcy caused by misfortune, and extends no leniency to any insolvent debtor whatsoever.

The only provisions of Chinese law which might possibly be construed as coming near to the idea of showing leniency, if not a measure of protection, to an insolvent debtor, are those statutes which were enacted to prevent creditors from taking the law into their own hands and using illegal force against a debtor or his family. With the evident purpose of maintaining the sovereignty of the law rather than affording any protection to insolvent debtors, Chinese statute law has enacted the following stringent provisions.

If a creditor, whose debtor has failed to fulfil his agreements, instead of applying to the proper authorities (District Magistrate), arbitrarily seizes the debtor's cattle, furniture, or other property, he shall be punished with 80 blows (redeemable by payment of the established fine), provided he has not seized more than was actually due. If the property seized exceeds in value the amount due, the creditor is liable to a further number of blows in proportion to the excess, and the excess is to be restored to the debtor. If a creditor accepts the wife, or wives, and children of his debtor in pledge for eventual payment, he shall be punished with 100 blows, and if he is found to have had criminal intercourse with them, he is liable to further punishment. If a creditor seizes and carries off, by force, his debtor's wives or children, he is liable to increased punishment, and if he has criminal intercourse with the females, he is liable to be strangled to death after the usual period of imprisonment. Such females or children are to be returned, and the debt due shall not be recoverable.

That these enactments against arbitrary and criminal proceedings of creditors are not prompted by any merciful consideration which the law might be supposed to extend to unfortunate bankrupts, will at once appear from the rigorous enactments, also made by statute, against debtors of all descriptions.

If a debtor fails to fulfil his agreements with a creditor, either regarding payment of principal or interest, he is liable to 10-60 blows for debts from 5 to 50 Taels, with an increase of 10 blows every succeeding month, according to the time and amount regarding which he is in default, and his responsibility continues until discharged. For debts of 50-100 Taels, the penalty is 20 blows, with a monthly increase of 10 blows up to 5[illegible] blows. For debts of over 100 Taels the penalties begin with 30 blows and continue with a monthly increase of 10 blows up to 60 blows with the heavy bamboo. In cases of heavier indebtedness or defalcations, penal servitude (including transportation) may be added if bambooing produces no result. Finally, if a debtor absconds, the heads of his family or clan are subject to the same penalties until the debtor is surrendered or payment made.

Apart from the cruelty of such treatment in the case of unfortunate debtors, it is easy to see the convenient effects which a law must have that applies corporal punishment to the person of the debtor with remorseless increasing force from month to month, until the debt is paid or the debtor succumbs, and which substitutes, if need be, his nearest relatives in his place. Chinese law regarding insolvent debtors causes, in the first instance, a salutary dread of over-speculation and bankruptcy; it makes, in the second instance, absconding comparatively rare, and finally prevents the prisons from being filled with small debtors.

It is no doubt owing to these rigorous and merciless provisions of Chinese law, which through the extortionate avarice of the subordinate executive officers become in practice even more appalling than they appear in theory, that as a matter of fact bankruptcy proceedings in the Courts of China are of rare occurrence, and are only resorted to by creditors who have become so enraged by fraudulent proceedings of a bankrupt as to sink all other considerations in their desire for revenge. In such a case the creditors, having taken possession by force of the debtor's books and—supposing him to have absconded—having placed some one in charge of his premises, proceed to the District Magistrate, state their complaint to a clerk who, after receiving payment of a fee corresponding with the amount of property at stake, drafts for them a petition in due form, a copy of which the creditors retain, whilst another copy signed by them is, after further payment of fees, in due course laid before the Magistrate on his next sitting day, or, if the fees are not forthcoming with alacrity, after some corresponding delay. The Magistrate then issues a summons for the bankrupt to appear and delivers it to one of the police officers, who, receiving no salary, must look to the fees they can exact in the serving of summonses and in the execution of warrants for appropriate compensation for their own and their subordinates' services which at all times are at the disposal of the Magistrate. The fortunate police officer, in possession of the summons, dispatches some of his hungry runners to the bankrupt's premises to be fed and lodged there till further orders out of the estate or at the expense of the creditors. Meanwhile the police officer sends for the creditors, informs them that he has a summons, but hints that to expedite its being served his expenses must be prepaid. Having received the amount he expected, he authorizes one or two of his runners to serve the summons. If the distance to be traversed be great, these runners sell the monopoly of serving the summons to the highest bidder among the hangers-on of the Yamen. The one who obtains the summons proceeds at his own expense to the residence of the bankrupt's father, where he instals himself and is kept in food and drink whilst haggling for a sufficient money payment to induce him to return to the Yamen with the summons unserved, whereby the bankrupt's family obtain time to negotiate with their own clan and with the creditors. If these negotiations fail, the creditors press the police officer in question once more to serve the summons, and after receiving a heavier fee than before, the officer in question authorizes one of his subordinates to serve the summons in earnest. He proceeds in a sedan chair, with half a dozen runners who also ride in sedan chairs, and the whole party instal themselves at the bankrupt's family residence, live upon the fat of the land, feast and carouse at the expense of the family, until a large fee satisfies every member of the party that the summons has been duly served, whereupon they return with their spoils, portion of which goes to their superior, to the Yamen, reporting that the summons has been served. Meanwhile the negotiations between the bankrupt's family and the creditors continue under the superintendence of the heads of the clan, who put pressure upon the bankrupt's family and nearest relatives to provide funds for the satisfaction of the claims of both creditors and Yamên officials, according to the amount now required to stay proceedings. The first thing is to sell or pledge the bankrupt's daughters, then to mortgage or sell what private property the bankrupt, his father, or his brothers possess, to keep the clan property untouched. If all this fails to satisfy the demands of the Yamên officials and the creditors, the Magistrate is moved, after further fees paid by the creditors to the clerks in the Yamên, to issue a warrant of apprehension against the bankrupt. This is handed to a Police officer in the Yamên, and he goes through the same process with the warrant, as previously was done with the summons, until he and his subordinates have had their share, when, after a new fee by the creditors, a petition is presented to the Magistrate complaining, on the part of the creditors, that the Police officers do not exercise due energy in their attempts to arrest the bankrupt. Thereupon a warrant is issued stating that the officers charged with it shall receive 30 blows if the bankrupt is not brought into Court on a certain day, the date of which is placed sufficiently remote to enable the Police officers and their runners, who now proceed in earnest, to the bankrupt's residence to obtain as much as can be got out of the clan by way of fees. The period so fixed is usually further prolonged by a report that the bankrupt *non est inventus*. Thereupon, after renewed fees by the creditors, the Magistrate is moved to issue a notice to the gentry and clan heads concerned, that they will be deprived of their buttons or literary degrees if they do not surrender the bankrupt or his nearest relative by a certain date. Meanwhile the Police officers, having exhausted the resources of the bankrupt's family, live on the property of the clan, until the bankrupt or his substitute is surrendered, or until the Police officers are bought off or the Magistrate is bribed to drop proceedings, or an arrangement is made between the clan and the creditors. But if all these means should fail to stay proceedings, the bankrupt or his substitute is conveyed to the prison of the Yamên, when it is the turn of the gaoler and his subordinates to exact fees from the prisoner's relatives for supplying the prisoner with food and medicine. At every hearing of the case before the Magistrate, torture is applied, for whenever the bankrupt gives an answer appearing to be evasive or untrue, he receives a number of strokes on the lips or on the cheeks or he is made to kneel on chains, quite apart from the regulation blows administered with the bamboo in accordance with the degrees of punishment prescribed, as above stated, by the Penal Code. As it is in the hands of the underlings of the Yamên to administer these various forms of torture and bambooing with more or less severity as they please, it gives these men also a chance to exact fees from the bankrupt's relatives.

We spare our readers any further enumeration of these harrowing details, which are perfectly sufficient to show that though the harshness and cruelty of the penal statutes concerning bankrupts are somewhat mitigated by the delays and the system of bribery which pervades their practical application, a bankrupt coming into the clutches of this Chinese law is really a person to be pitied. No wonder therefore that bankruptcies are very rare in China, and that in ninety-nine out of a hundred cases of insolvency the estate is wound up and an arrangement made between the creditors and the bankrupt's family and clan to pay a certain percentage in satisfaction of all claims, whereupon the bankrupt, having become the debtor of his clan, has to work the rest of his life to clear off his liabilities to his clan till its members are satisfied.

THE CAMPOS CASE.

GREAT BRITAIN AND EXTRADITION IN JAPAN.

The *Japan Mail* of 15th inst. writes:—Yesterday we announced telegraphically that Campos, who was recently apprehended by the British Consular Authorities in Kobe on a charge of forgery in Hongkong, had been released by the Consulate and immediately rearrested by the Japanese police for purposes of extradition. Many of our readers will doubtless have received the announcement with indifference, but it nevertheless marks an important departure in the policy pursued by Great Britain towards Japan. The case itself was slightly complicated at first, owing to irregular action on the part of the Kobe Municipal Police and to uncertainty as to the nationality of the accused. But we need not enter into these particulars. It is enough to say that Campos, a British subject, was arrested by the British Authorities in Japan on a charge of committing forgery in Hongkong; that he was released owing to representations made by the Japanese Government, and that he was immediately re-arrested by the Japanese police for purposes of extradition. Stated otherwise, the facts amount to this:—the British Authorities, consistently with the policy hitherto pursued by them in Japan, undertook of themselves and without any reference to the Japanese Government, to arrest a British subject who had fled here to escape the consequences of a crime committed outside Japanese territory; the Japanese Government protested against this action on the ground that it was not borne out by the terms of the Treaty between Great Britain and Japan; the British Authorities, acknowledging the justice of the protest, released the man, at the same time officially requesting the good offices of the Japanese Government to prevent his escape from justice; and finally, the Japanese police re-arrested him for the purpose of extradition.

To make the matter clear to all our readers, let us briefly recapitulate the positions hitherto maintained by Great Britain and Japan respectively. The latter has claimed that the Treaty between herself and Great Britain—and the same contention applies, of course, to all her treaties with Western Powers—provides solely for the intercourse between British and Japanese subjects in Japan. When the Treaty says that crimes committed by British subjects shall be tried and punished by the British Courts in Japan, it refers to crimes committed within Japanese territory and nowhere else. In other words, Japan claims that Great Britain has by Treaty acquired the privilege of establishing tribunals in Japan and of substituting, so far as concerns her own nationals, the jurisdiction of those tribunals for that of the Japanese Courts, but that the jurisdiction thus surrendered by Japan cannot be extended to the case of British subjects flying to her territories to escape the consequences of crimes committed elsewhere. It cannot be so extended for the simple reason that inasmuch as Japan possesses no jurisdiction over these persons, she could not possibly delegate such jurisdiction to another Power. The arrest and return of alien fugitives from justice are in no sense judicial functions, they are purely executive—acts of State, in fact, the performance of which is everywhere made to depend upon special international covenants. The absolute inherent right of every State to afford asylum to fugitives of all kinds is well established and recognised and cannot be abridged or taken away except by express agreement. It has not been so abridged or taken away in Japan's case, since the jurisdiction clauses of her Treaty with Great Britain have no logical reference to any such right, being solely intended to remove British subjects resorting to Japan from the pale of Japanese criminal processes. Therefore Japan claims that the right, not having been surrendered by her or acquired by Great Britain, remains where it was originally vested, and that consequently Great Britain is not entitled to arrest and return British fugitives from justice in Japanese territory. At the same time, Japan has of course no desire that her territories should become an asylum for foreign fugitives. She has always been willing, as a matter of comity and at the request of a friendly State, to arrest and extradite the subjects or citizens of the latter in the event of their flying to her territories to escape the consequences of crimes committed in their own country. But she contends that such affairs should be duly regulated by international agreement. This was the line she took with reference to Calvin Pratt, a United States' citizen who fled hither in 1885; and the American Government, recognising the justice of her position, entered into negotiations which resulted in the conclusion of an extradition Treaty a few months later.

By Great Britain, on the other hand, the question was never, we believe, discussed with Japan. England is before all things practical. When she had acquired jurisdiction over her own subjects in Japan, she proceeded at once to establish competent courts for the purpose of exercising that jurisdiction. By-and-by she found herself confronted by the problem of dealing with subjects who had fled to Japan to escape punishment for crimes committed on British territory. Was she, in such cases, to treat Japan as she would have treated an independent State exercising full sovereign rights, or was she to take the law into her own hands? Her contention from the first had been that for all judicial purposes Japanese territory must be considered British territory so far as British subjects were concerned. The arrest and return of fugitives from justice are not judicial functions, but to acknowledge that distinction might involve delay and inconvenience, and after all the first duty of every State is to provide for the restraint and punishment of its criminals. England conceived that she was bound to lose no time in setting up a thorough substitute for the jurisdiction surrendered by Japan under the treaty, and though the arrest and return of fugitive criminals formed no part of that jurisdiction, the British Government probably set aside this consideration in deference to the reflection that they must above all things provide against the contingency of Japanese territory being converted into an asylum for British criminals. They seem to have proceeded simply with a view to practical exigencies and without any regard for the abstract propriety of their course. Accordingly, in 1885, an Order in Council directed that the British Courts in China and Japan might execute any warrant of the Hongkong Supreme Court, provided the warrant was accompanied by a written request for its execution, and provided it bore the seal of the Supreme Court in Hongkong. Japan was in fact included in the Hongkong circuit for the purpose of the arrest and return of fugitive criminals. We have more than once demonstrated that Great Britain's action in this matter could not be supported, and though our arguments have always elicited a chorus of indignant contradiction, it is satisfactory to find that their justice is now fully vindicated by the procedure of the British Authorities themselves. The release of the fugitive Campos, in deference to the representations of the Japanese Government; the request of Her Majesty's Minister that steps should be taken by Japan to prevent his escape from justice; his re-arrest by the Japanese, and finally his return to the British Authorities, which will no doubt take place without delay, show that England, on the one hand, has no desire whatever to wound Japan's national susceptibilities or disturb her rights, and that Japan, on the other, is willing to furnish all lawful assistance to a friendly State in the cause of the due administration of justice. Her Majesty's Representative is to be heartily congratulated on the clear judgment which has enabled him to adopt a course satisfactory to Japan, destined to promote the cause of good order, and calculated to extricate England from the anomalous and needlessly invidious position hitherto occupied by her.

'Does any one know of a really peaceable member of the Clan-na-Gael?' said an orator, addressing a meeting of the American party. 'Yes,' a voice shouted. 'I want to see him. Where is he?' 'In the Morgue.'—*Arkansaw Traveler.*

'Laura,' said the young lady's mother not unkindly, 'it seems to me that you had the gas turned rather low last evening.' 'It was solely for economy, mamma,' answered the maiden. 'There is no use trying to beat the gas company, my daughter. I have noticed that the shutting off of the gas is always followed by a corresponding increase of pressure.' 'Well, that lessens the waist, doesn't it, mamma, dear?' replied the artless girl. And her fond parent could find no more to say.—*Terre Haute Express.*

Quotations.

HONGKONG, October 25.

OPIUM—New Patna, cash,	...	540
" Old " cash,	...	530
" New Benares, cash,	...	535
" Old " cash,	...	—
New Malwa, cash,	...	570
Allowance, Taels,	...	28/48
Old Malwa, cash,	...	580/600
Allowance, Taels,	...	32/48
Persian, Oily, cash		500/520
Allowance, Taels,	...	32/48
" Persian, Paper tied		520/540
" Allowance, Taels,	...	24/48

Exchange.

HONGKONG, October 25.

On London—	
Bank, Wire,	3/1¼
" On demand,	3/1⅜
" 30 days' sight,	3/1½
" 4 months' sight,	3/1¾
Credits, 4 "	3/2⅛
Documentary, 4 months' sight,	3/2¼
On Paris—	
On demand,	3.92
Credits, 4 months' sight,	4.00
On Berlin—	
On demand,	3.17
On New York—	
On demand,	76¼
Credits, 60 days' sight,	77½
On Bombay—	
Wire,	225½
On demand,	226
On Calcutta—	
Wire,	225½
On demand,	226
On Shanghai—	
On demand,	72¼
30 days' sight, private,	73½
Gold Leaf, 100 fine...	$33.70
Sovereigns,	$ 6.33

Temperature.

(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)

BAROMETER—	9 A.M.	30.01
Do.	1 P.M.	29.91
Do.	4 P.M.	29.92
THERMOMETER—	9 A.M.	78
Do.	1 P.M.	79
Do.	4 P.M.	78
Do. (Wet bulb)	9 A.M.	76
Do. Do.	1 P.M.	77
Do. Do.	4 P.M.	77
Do. Maximum	...	80
Do. Minimum over[illegible]		76

METEOROLOGICAL REGISTER.

AT 4 P.M. TO-DAY.

Barometer	29.91
Temperature	75
Damp Bulb	74
Direction of Wind	E
Force	5
Weather	o.d.
Rain-fall	—

Hongkong Observatory, Oct. 25, 1889.

CHINA COAST METEOROLOGICAL REGISTER.

October 24.—AT 4 P.M.

Station.	Barometer red. to sea level and 32° Fht.	Temperature.	Humidity.	Wind: Direction.	Wind: Force.	Weather.	Rain during previous 24 hrs.
Wl'ostock.	30.00	39	—	—	0	b	—
Tokio	30.00	—	—	N	2	—	—
Nagasaki	30.13	—	—	S	1	—	0.25
Shanghai	30.15	59	94	ESE	2	o	—
Amoy	—	—	—	—	—	—	—
Hongkong	29.86	83	63	N	1	b	—
Haiphong	29.90	79	69	N	—	od	—
Bolinao	29.82	87	69	SE	2	b	—
Manila	—	—	—	—	—	—	—
Anping	—	—	—	—	—	—	—
October 25.—AT 10 A.M.							
Wl'ostock.	30.10	38	72	—	0	c	—
Tokio	—	—	—	—	—	—	—
Nagasaki	30.15	—	—	NNE	3	—	—
Shanghai	30.20	59	88	NE	3	b	—
Amoy	—	—	—	—	—	—	—
Hongkong	29.99	73	74	ENE	4	o	—
Haiphong	29.94	77	68	NNE	1	c	—
Bolinao	29.96	84	75	SE	2	c	—
Manila	29.86	85	68	—	0	f	—
Anping	—	—	—	—	—	—	—

There is not much change in the barometer and gradients continue steep for N.E. winds. Cloudy, cool and rather dry weather prevails.

W. DOBERCK,
Director of the Observatory,
Hongkong Observatory, October 25, 1889.

1. BAROMETER, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER:—b, blue sky; c, detached clouds; d, drizzling rain; f, fog; g, gloomy; h, hail; l, lightning; o, overcast; p, passing showers; [illegible] squally; r, rain; s, snow; t, thunder; [illegible] visibility; [illegible] dew (wet).
7. RAIN, in inches, tenths and hundredths.

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF RIO DE JANEIRO* will be despatched for San Francisco, via Yokohama, on SATURDAY, the 26th Instant, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco	$225.00
To San Francisco and return, available for 6 months	393.75
To Liverpool	325.00
To London	330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, *Agent.*

Hongkong, October 12, 1889. 1962

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; ALSO LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 30th October, 1889, at Noon, the Company's S.S. *NATAL*, Commandant SOCH, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 29th October, 1889. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, *Agent.*

Hongkong, October 17, 1889. 1997

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, *VIA* THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *ABYSSINIA*, 3,651 Tons Register, G. A. LEE, Commander, will be despatched for VANCOUVER, B.C., *via* KOBE, and YOKOHAMA, on THURSDAY, the 7th November, at Noon.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver & Victoria, (Mex.)	$210.00
To common points in Canada and the United States	260.00
To Liverpool	325.00
To London	330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 6th November.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., *Agents.*

Hongkong, October 24, 1889. 2041

Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Bremen & Ports of Call	Neckar (s)	Norddeutscher Lloyd.	Oct. 27, at 10 a.m.
London, v. Suez Canal	Orestes (s)	Butterfield & Swire	October 27.
London	Moyune (s)	Arnhold, Karberg & Co.	About October 29.
Manila, via Amoy	Nanzing (s)	Jardine, Matheson & Co	Oct. 26, at 3 p.m.
Manila, via Amoy	Zafiro (s)	Russell & Co.	Oct. 26, at 4 p.m.
Marseilles, v. Saigon	Natal (s)	Messageries Maritimes	Oct. 30, at noon.
New York	Robert S. Besnard	Russell & Co.	Quick despatch.
New York	Sea Witch	Russell & Co.	Quick despatch.
S. Francisco, v. Japan	City of Rio de Janeiro (s)	Pacific Mail S. S. Co.	Oct. 26, at 1 p.m.
S. Francisco, v. Japan	Gaelic (s)	O. & O. S. S. Co.	Nov. 6, at 1 p.m.
Shanghai	Amoy (s)	Siemssen & Co.	Oct. 26, at 4 p.m.
Shanghai, via Swatow	Taisang (s)	Jardine, Matheson & Co	Oct. 27, daylight.
Shanghai, via Amoy	Telemachus (s)	Butterfield & Swire	October 30.
S'pore, Havre & H'burg	Bellona (s)	Siemssen & Co.	Oct. 29, at 10 a.m.
Singapore and Penang	Port Fairy (s)	Lun Shing On	Oct. 29, at 2 p.m.
Swatow, Amoy & T'sui	Hailoong (s)	Douglas Lapraik & Co.	Oct. 27, daylight.
Swatow, S'pore & B'kok	Chow Fa (s)	Yuen Fat Hong	Oct. 26, daylight.
S'ney, M'bne & A'laide	Airlie (s)	Russell & Co.	Nov. 8, at 4 p.m.
Vancouver (B.C.), &c.	Abyssinia (s)	Adamson, Bell & Co.	Nov. 7, at noon.

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 27th day of October, 1889, at 10 a.m., the Company's Steamship *NECKAR*, Captain SOPMER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* GENOA.

Shipping Orders will be granted till 10 a.m., Cargo will be received on board until 1 p.m., Specie and Parcels until 10 a.m. on the 26th October. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & Co., *Agents.*

Hongkong, September 30, 1889. 1886

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *GAELIC* will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 6th November, at 1 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco	$225.00
To San Francisco and return, available for 6 months	393.75
To Liverpool	325.00
To London	330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, *Agent.*

Hongkong, October 10, 1889. 2003

Intimations.

Our Jobbing Department

HAVING just been REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and *at very moderate rates.*

CHINA MAIL OFFICE.

PUBLICATIONS.

'CHINA MAIL' OFFICE.

—:o:—

CHINA REVIEW—published once in Two Months.

OVERLAND CHINA MAIL—for every Weekly Mail.

CHINA MAIL—Every Day.

Orders for Printing and Book-binding promptly executed at MODERATE CHARGES.

'CHINA MAIL' OFFICE,
2, *Wyndham Street (behind the Club.)*

SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 25, 1887.

Intimations.

WINDSOR HOUSE, HONGKONG, No. 8, QUEEN'S ROAD CENTRAL, PRIVATE BOARD AND RESIDENCE, AND FAMILY HOTEL.

This ESTABLISHMENT is situated in a most central position, opposite the Telegraph Office and two doors from the Chartered Bank. It offers FIRST-CLASS ACCOMMODATION to RESIDENTS and TRAVELLERS, has a Spacious DINING ROOM, and a large number of well FURNISHED BED-ROOMS with all comforts. A Good Table kept.

TABLE D'HOTE:—Breakfast, 8.30 a.m.; Tiffin, 1 p.m.; Dinner, 7.30 p.m.

BOARD by the Month, Day, or Single Meals, *at reasonable rates.*

ARRANGEMENTS CAN BE MADE TO SERVE MEALS IN GENTLEMEN'S QUARTERS.

CONTINENTAL LANGUAGES SPOKEN.

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A. SANDFORD, *Agent.*

Hongkong, April 5, 1889. 647

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Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked h, near the Kowloon shore k, and those in the body of the Shipping or midway between each shore are marked c, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Pedder's Wharf.
6. From Pedder's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Anchorage	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers [illegible]								
Almora	5 c	Hay	Brit. str.	1719	Oct. 21	Jardine, Matheson & Co.	Amoy	To-morrow
Amoy	5 c	Lehmann	Ger. str.	815	Oct. 23	Siemssen & Co.	Shanghai	To-morrow
Asagao	8 h	Selck	Japan. str.	1568	Oct. 24	Takasima Colliery?		
Chintung	5 c	Winsor	Chi. str.	835	Oct. 25	C. M. S. N. Co.		
Chow Fa	3 c	Phillips	Brit. str.	1065	Oct. 20	Yuen Fat Hong	Swatow & Bangkok	To-morrow
City of Rio de Janeiro	5 c	Ward	Amer. str.	3584	Oct. 18	P. M. S. S. Co.	San Francisco	To-morrow
General Werder	10	Eichel	Ger. str.	1820?	Oct. 25	Melchers & Co.		
Hailoong	5 h	Goddard	Brit. str.	783	Oct. 23	Douglas Steamship Co.	Amoy and Tamsui	To-morrow
Kiel	3 c	Krützfeldt	Ger. str.	851	Oct. 17	Wieler & Co.		
Loire Inferieure	5 c	Lehnade?	Ger. str.	533	Oct. 24	A. R. Marty		
Mario	3 c	Hundewadt	Ger. str.	704	Oct. 24	A. R. Marty	Haiphong	
Namoa	5 h	Pocock	Brit. str.	826	Oct. 26	Douglas Steamship Co.		
Nanzing	5 c	Thomson	Brit. str.	808	Oct. 25	Jardine, Matheson & Co.	Amoy & Manila	To-morrow
Phra Chula Chom Klao	3 h	Benson	Brit. str.	1011	Oct. 23	Yuen Fat Hong	Swatow, &c.	
Phu Quoc	3 c	Vallin	Fch. str.	234	Sept. 28	Chinese		
Pilot Fish	4 h	Stopani	Brit. tug.	161	Sept. 15	H. K. & W. Dock Co.		
Port Fairy	5 c	Clark	Brit. str.	1644	Oct. 17	Adamson, Bell & Co.	Singapore	29th inst.
Propontis	8 c	Farrand	Brit. str.	1387	Oct. 21	Arnhold, Karberg & Co.		
Riversdale	5 c	Mooney	Brit. str.	1311	Oct. 10	Adamson, Bell & Co.		
Soochow	...	McIsaac	Brit. str.	813	Oct. 20	Chinese	Hoihow, &c.	K'loon Dock
Taicheong	5 c	Duhme	Ger. str.	822	Oct. 25	Chinese		
Taisang	2 h	Jackson	Brit. str.	1505	Oct. 25	Jardine, Matheson & Co.	Shanghai	
Tannadice	5 c	Shannon	Brit. str.	1408	Oct. 24	Gibb, Livingston & Co.		
Zafiro	5 c	McCaslin	Brit. str.	675	Oct. 23	Russell & Co.	Amoy & Manila	To-morrow
Sailing Vessels								
Adolph	5 c	Westerguard	Ger. bqe.	867	Sept. 19	Arnhold Karberg & Co.		
Amphitrite	5 h	Bowehl	Ger. sh.	1814	July 15	Master		
Australia	5 c	Harris	Brit. bqe.	999	June 11	Calowitz & Co.	New York	
Charger	...	Goodell	Amer. sh.	1379	June 28	Russell & Co.	...	K'loon Dock
Columbus	8 c	Haesloop	Ger. sh.	1428	Oct. 22	Adamson, Bell & Co.		
Conqueror	5 k	Lothrop	Amer. sh.	1540	June 16	Master		
Elizabeth Graham	...	Hodge	Brit. bqe.	508	Sept. 29	Adamson, Bell & Co.	...	K'loon Dock
Kitty	5 c	Wilson	Brit. bqe.	802	Aug. 30	Captain		
Mabel	8 c	Snow	Amer. bqe.	750	Sept. 19	Reuter Bröckelmann & Co.	New York	
Marabout	8 h	Ferguson	Brit. sh.	1497	Oct. 5	Adamson, Bell & Co.		
Nellie M. Slade	8 c	Teixeira	Am. bqtin.	535	Oct. 1	Order		
Occidental	3 c	Taylor	Amer. sh.	1500	Sept. 26	Reuter Bröckelmann & Co.		
Penshaw	5 k	Inokay	Brit. bqe.	729	Oct. 12	Gibb, Livingston & Co.		
Penpont	5 c	Graham	Br. 3-m. sc.	276	Oct. 18	Siemssen & Co.		
Reporter	5 k	Spalding	Amer. sh.	1286	Aug. 30	Siemssen & Co.	New York	
Robert S. Besnard	8 c	Andrews	Brit. sh.	1200	Aug. 15	Reuter Bröckelmann & Co.	New York	
Sea Witch	8 c	Zibbets	Amer. sh.	1289	July 24	Captain		
Stella	8 c	Ritch	Amer. sch.	475	Sept. 22	Order		
Wandering Jew	5 c	Nichols	Amer. sh.	1650	Sept. 30	Order		
W. H. Conner	...	Butican	Amer. sh.	1423	Sept. 24	Butterfield & Swire	...	Cos'tan Dock

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1700	4	3180	Com. R. Blair Maconochie	Yokohama
Cockchafer	gunboat 2nd class	465	4	470	Lieut.-Com. Everard Maxwell	Hongkong
Conquest	cruiser	2380	—	—	Captain Wm. H. Henderson	Kobe
Cordelia	cruiser 3rd class	2380	10	2420	Captain H. T. Grenfell	Yokohama
Esk	g-bt. 3rd class coast defence	363	3	340	———	In reserve
Espoir	gunboat 2nd class	465	4	470	Lieut.-Com. Reginald Y. Smith	Shanghai
Firebrand	gunboat 2nd class	455	4	460	Lieut.-Com. Denison	Shanghai
Hyacinth	cruiser	1420	—	—	Captain Robt. W. Craigie	Yokohama
Impérieuse*	twinscrew battle ship	8400	10	10000	Captain William H. May	Yokohama
Leander	cruiser 2nd class	4300	10	5500	Captain Burges Watson	Yokohama
Linnet	gun-vessel 2nd class	756	5	1050	Commander Smythies	Yokohama
Merlin	gunboat 2nd class	430	4	430	Lieut.-Com. G. H. Yonge	Shanghai
Mutine	sloop	1130	10	1120	Commander J. H. Martin	Yokohama
Orion	twin-screw battle ship 2nd class armored	4870	4	4040	Captain Hy. J. Carr	Singapore
Porpoise	cruiser	1730	6	3500	Commander R. W. White	Yokohama
Rambler	surveying vessel	830	3	690	Capt. The Hon. F. C. Vereker	On a cruise
Rattler	gunboat 1st class	715	6	1200	Lieut.-Com. W. Maitl. Dougall	North
Satellite	cruiser 3rd class	1420	8	1400	Captain T. P. W. Nesham	Shanghai
Severn	corvette	4000	—	—	Captain Hall	Nagasaki
Solent	torpedo mining launch	150	—	—	———	Hongkong
Swift	gun-vessel 2nd class	756	5	1010	Com. The Hon. Richard Bingham	Kobe
Torpedo Boat No. 35	———	95	—	—	———	In reserve
Torpedo Boat No. 36	———	95	—	—	———	In reserve
Tweed	g-bt. 3rd class coast defence	—	3	—	———	In reserve
Victor Emanuel	receiving ship	5157	14	—	Commodore E. J. Church	Hongkong
Wanderer	sloop	925	4	750	Commander Geo. A. Giffard	Yokohama
Wivern	coast defence ship, armoured	2750	4	1450	———	Hongkong

* Flagship of Vice-Admiral Sir Nowell Salmon, K.C.B., V.C., Commander-in-Chief.

☞ H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Aleout	Russian gunboat	800	—	—	Captain Parenego	Nagasaki
Almirante Barroso	Brasilian cruiser	2000	—	—	Capt. Custodio José de Mello	Nagasaki
Aragon	Spanish cruiser	1903	—	—	Captain A. Soler	On a cruise
Aspic	French gunboat	470	4	450	Commander Malopert	Shanghai
Bobre	Russian cruiser	1100	—	—	Captain Menschicoff	Nagasaki
Chasseur	French despatch-vessel	—	—	—	Captain Bagard	Kobe
Comète	French gunboat	475	4	450	Lieut.-Commander Arago	Quinhon
Iltis	German gunboat	489	—	—	Captain Ascher	Kobe
Lutin	French gunboat	485	4	426	Captain Nény	Touron
Marion	U. S. corvette	1900	7	1170	Commander Dyer	Nagasaki
Monocacy	U. S. sloop	1370	6	1470	Lieut.-Com. Henry Glass	Yokohama
Mordj	Russian gunboat	455	7	60	Commander Moltsoff	Corea
Nayesdink	Russian cruiser	1330	9	250	Captain Zarine	Nagasaki
Omaha	U. S. corvette	2400	12	1150	Capt. McNair	Nagasaki
Palos	U. S. gunboat	420	6	500	Lieut.-Com. Craig	Nagasaki
Pluvier	French gunboat	540	—	420	Lieut.-Commander Foucet	On a cruise
Rio Lima	Portuguese gunboat	540	—	—	Captain J. R. Santa Barbara	Shanghai
Seudre	French transport	—	—	—	Captain Raoul	Haiphong
Sivotch	Russian cruiser	900	1	1000	Commander Suofrieff	Corea
Sobol	Russian gunboat	455	7	60	Commander Boyle	Japan
Sophie	German cruiser	2100	—	—	Captain Kohlhauer	Singapore
Tejo	Portuguese gunboat	500	3	100	Lieut.-Com. C. R. Caminha	Macao
Turenne	French frigate	5880	12	4250	Captain Aubry de la Noë	Kobe
Vestnik	Russian corvette	1330	—	—	Captain Lang	Nagasaki
Villars	French cruiser	—	—	—	Captain Mayet	Chefoo
Vipere	French gunboat	480	4	425	Commander Goudot	Nagasaki
Vitiaz	Russian corvette	2950	12	—	Captain Makaroff	Swatow
Wolf	German gunboat	384	6	340	Captain Credner	Manila

SHIPPING IN CHINA, JAPAN, PHILIPPINES, AND SIAM WATERS.

WHAMPOA.

Vessel's Name.	Flag & Rig.	Destination.
Kwang Lee	Chi. str.	Shanghai

AMOY.

In port on October 18, 1889.

MERCHANT STEAMERS.

Agamemnon	British
Diamond	British
Fokien	British
Namoa	British
Yung Ching	Chinese

MERCHANT SAILING VESSEL.

Christian	Ger. bg.
Kristina Nilsson	Ger. bg.
St. Julien	Brit. bqe.
Sunbeam	Amer. bqe.

FOOCHOW.

In port on October 15, 1889.

MERCHANT STEAMERS.

Hae-shin	Chinese
Ningchow	British
Smith	Chinese
Tainan	British

SHANGHAI.

In port on October 18, 1889.

MERCHANT STEAMERS.

Aushin Maru	Japanese	Kobe
Choysang	British	
Glengyle	British	
Kiang-piau	Chinese	
Kuling	British	
Kung-pai	Chinese	Hankow, &c.
Kwang Lee	Chinese	
McBeth	British	
Moyune	British	
Natal	French	
Neckar	German	
Orestes	British	
Pekin	British	
Peshawur	British	
Taiwo	British	
Wuchang	British	
Tsukushi Maru	Japanese	Nagasaki, &c.
Tokio Maru	Japanese	
W. O. de Vries	British	Hankow, &c.
Wismar	German	
Wuchang	British	
Yetchin Maru	Japanese	

MERCHANT SAILING VESSELS.

Annie H. Smith	Amer. bqe.
Chasca	Brit. bqe.
Compeer	Amer. sch.
Cygnet	Brit. bqe.
Fortune	Siam. bqe.
Gover. Goodwin	Amer. sh.
Governor Robie	Amer. sh.
Mary L. Stone	Amer. sh.
Omega	Brit. bqe.
Sea Swallow	Brit. bqe.

NAGASAKI.

In Port on October 16, 1889.

Kozaki Maru	Japan. bqe.

YOKOHAMA.

In port on October 12, 1889.

Arctic	Brit. sch.
Esmeralda	Brit. sch.
Leading Wind	Amer. sh.
Monsoon	Brit. ycht.
Nemo	Brit. sch.
Norma	Brit. bqe.
Selkirk	Brit. sh.
Therese	Ger. bqe.
Thomas Dana	Am. sh.
Wm. DeLacheur	Brit. bqe.

HIOGO.

In port on October 15, 1889.

Adolph Obrig	Aust. bqe.
Emma T. Crowell	Amer. bqe.
St. David	Amer. sh.
Thomas Dana	Amer. sh.

MANILA.

In Port on October 15, 1889.

MERCHANT SAILING VESSELS.

Abyssinia	Brit. bqe.	uncertain
Alex. Yeats	Brit. sh.	New York
Constance	Brit. sh.	New York
General Domville	Brit. sh.	uncertain
James L. Harvey	Brit. bqe.	discharging
Martha Davis	Amer. bqe.	Boston
Mindoro	Amer. sh.	New York
Minister of Marine	Brit. sh.	New York
Parnass	Ger. bqe.	discharging

BANGKOK.

In port on October 12, 1889.

MERCHANT STEAMERS.

Cape Clear	Siamese
Rainbow	Siamese

MERCHANT SAILING VESSELS.

Augustina	Ger. bqe.
Bua Pan	Siam. bqe.
Caroline	Siam. 3 sc.
Com. Robertus	Ger. bqe.
Concordia	Ital. bqe.
Emma Muller	Ger. bqe.
Gateacre	Brit. sh.
Gohon	Aust. bqe.
Gin	Italian bqe.
Herradura	Aust. bqe.
Madras	Brit. bqe.
Melchiore	Italian bqe.
Nevado	Brit. bqe.
Noe	Ital. bqe.
Nordenskjold	Norw. bqe.
Prima	Swed. bqe.
Sountag	Amer. bqe.

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